

March/April '74.

JOURNAL BOX

VOLUME 23

NUMBER 109

EDITORIAL

I must apologise for the lateness of this and the previous Journal. No excuses will get them to you when they should have arrived.

This underlines my last Editorial on "Communications". It seems that once you get behind, it is very difficult to catch up again. I am still trying to catch up after the Christmas break, and here it is nearly Easter!!

My Cache of articles is getting low again, especially shorter ones, although I do have a couple of long articles that were sent to me some time ago. I have the choice of either breaking them up, or waiting for some short articles that will fit the space left.

One thing though, I do not need a poll of any sort to find out what you readers want in Journal. After all I can only print whatever you send me. If all I have at a particular time is model railway articles, or prototype articles, or a lot of articles all by the same author, then that is all I can print, unless I can find the time to sit down and write other articles myself. Of course I could always reprint articles from previous Journals, or some other source, and put up with the complaints that I sometimes receive when I do just this.

Rex Little,

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THE SECRETARY'S DESK



Many moons ago, a butcher round these parts advertised his meat as Aeroplane quality, and Submarine prices. This year our competitions come into this category, if one substitutes the word quantity for prices. I would have expected something off the production lines of the NSW Branch modelling nights. Maybe next year?

A matter which has been raised on several occasions, is that of membership rights. On joining A.M.R.A. one becomes a member of the Federal Body, and if there should be a State Branch, one automatically becomes a member of it also, with the option of participating in the activities of that Branch.

Naturally club Committees like to see good attendances at each meeting, and endeavour to arrange a programme to cater for most interests. I know from experience with the NSW Branch, that many interested outings, or slide or film nights have been poorly attended.

There have also been cases where committees are accused of being cliquy. This generally arises from the fact that some new members do not always receive the welcome that they expect when first attending a meeting. When the ice has been broken, it is up to the new member to circulate around, join in a group, and maybe ask some questions. Someone will give the answers, or refer him to someone who can. From experience, I know that some members can get bottom-holed by two or three at a time, and then end up missing the whole meeting.

I believe that the Vic. Branch issue different coloured name badges to visitors and new members, and that NSW Branch are considering something along the same lines. This should, at least, let everyone present know who's who, and thus overcome some of the problems. Those people who find it hard to communicate with others, find the same problem either at school, at work, or at a club. To those people I would say, if your first meeting or two to a Branch meeting does not turn out as you expected, don't give up — a little perseverance and you will become one of the clan. After all, the best of modellers are still human, and you could end up as Federal Secretary — I did!

This year we were able to get Jack Shambler to do the judging of the Association's Competitions. Jack is well known in Sydney for his modelling activities in

N, HO, and also 2½" live steam. He is also a professional display modeller, and firmly believes that nothing else detracts so much in the appearance of a finished model as does a glossy finish — regardless of how the prototype was finished. We must admit that a gloss finish shows up imperfections in construction far more than a matt finish.

Unfortunately, there was only one entry in the Scratch built Loco section, so **Phillip Larmour** missed out with his entry of a 442 D.E. This was judged as the best model entered in the competition.

The best of loco conversions went to **E. Davies**, for a conversion of a Prototype 19 to a 20 class.

Scratch built Goods went to **Howard Armstrong** for a NSW LV.

Scratch built passenger cars section was out, there being only one entry.

The **Candemah Cup** went to **N. Thorpe** for his model of Coalcliff Signal Box, the only other entry in this section was an excellent model of Orange coaling stage, but it just missed out on "Atmosphere".

Norm Read,
Federal Secretary.

FOR SALE A.M.R.A. CAR BADGES

The NSW Branch is considering ordering a quantity of car badges in the design of AMRA's familiar wheel on rail emblem. They will be of metallic construction, suitable for fixing to radiator grilles, etc.

The approximate cost will be \$4.00 each.

Will all interested AMRA members please contact their Branch Secretary, or the Secretary of the NSW Branch, so that an assessment of the quantity required can be made.

The NSW Branch Secretary is—

Mr. P. Kelly,
3 Lee Street,
Condell Park,
NSW 2200.

WANTED

Bull head rail, 0 gauge, coarse scale, steel or Brass. If anyone has any for sale, or knows of a source of supply, please contact:—

I. J. McNabb, P. O. Box 109, Boronia,
Vic 3155.

THE COCKROACH VALLEY RAILWAY

by K. Bush

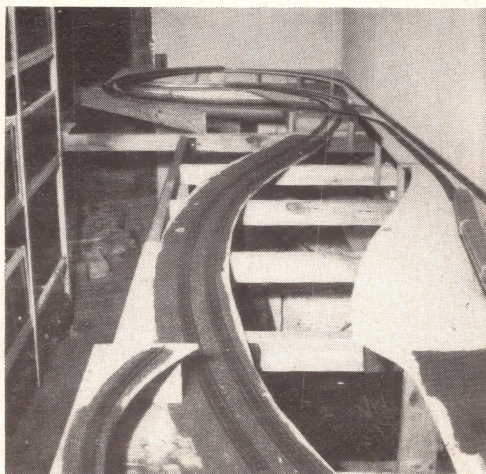
The idea for the C.V.R. first emerged when its managing director financial backer, track laying supervisor (and track layer), landscaper and general roustabout - Kevin Bush, found to his delight that, because of the removal of one or two fish tanks, his original 14' by 12' shortline could expand to a 40' by 12' railroad empire. A number of requirements were set when designing the system. The more basic of these were:

1. Minimum Radius 24" (610 mm).
2. 1:36 maximum gradients on standard gauge.
3. One Man Operation when required.
4. Capable of taking Tri and to Tenshodo.
5. At least 5 feet train lengths.
6. Narrow and dual gauge.
7. Clear, easily understood controls.
8. Any prototype from anywhere in the world.

With varying degrees of success all of these requirements have been met (so far!).

In such a large area the minimum radius posed no problems. The large area also made the gradient requirements easy to meet.

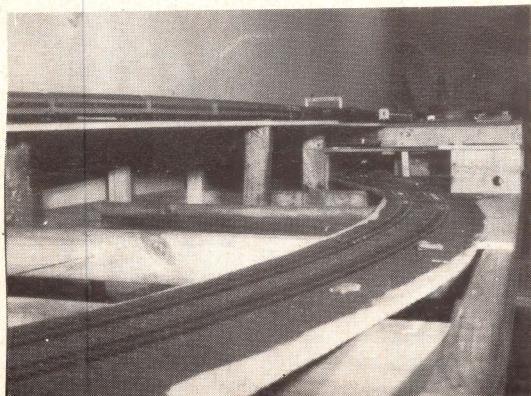
A mixture of Peco and Graham Farish trackwork (no foam underlay) is being used. Some areas will be "scale" wheels only, notably the narrow and dual gauge track which is Shinohara. Far from posing any problems this can be used in timetabling as a reason for restricting some rolling stock to certain parts of the layout (i.e. some vehicles can be "bogied exchanged" some cannot).

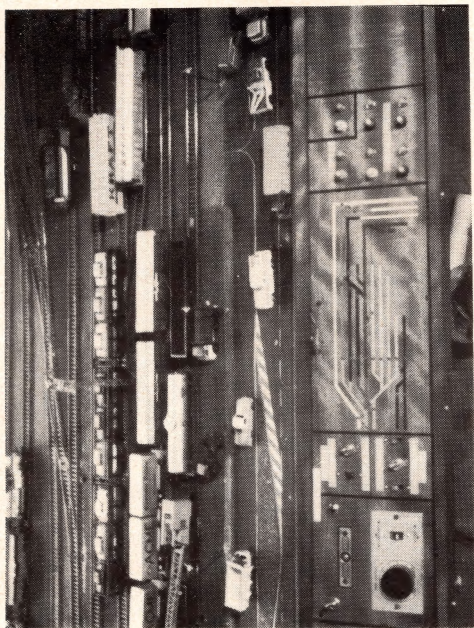


To make the system operable by one man some form of automation is required. The method used is for each station or yard to be controlled by an operator with automatic running between. The automatic system being used is based on a detection system as shown in an American magazine which uses transistors and which will operate on anything from a single loco to a full length train or even a single vehicle. A lone operator works one yard and switches the others to through running on the automatic.

The control panels consist of one or two "local" controllers, a switch to select either local or automatic control for the station area mainline, a colour coded track diagram with isolating switches the same colour as the section of track they select and No. 10 B.A. brass bolts and nuts on the appropriate parts of the diagram with a 15 volt A. C. "Probe" for operating point motors. This method of point motor control is very cheap, costing only about 50c/ to operate 20 point motors in the main goods yard. It also seems to be easily understood by most visitors.

The basic track plan is a "squashed" oval to give two track mainline, folded to give a continuous run of four times around the room. Total length is over 430' without travelling on the same section of track twice. All mainline loops and station sidings are designed for overall train lengths of 6 feet.

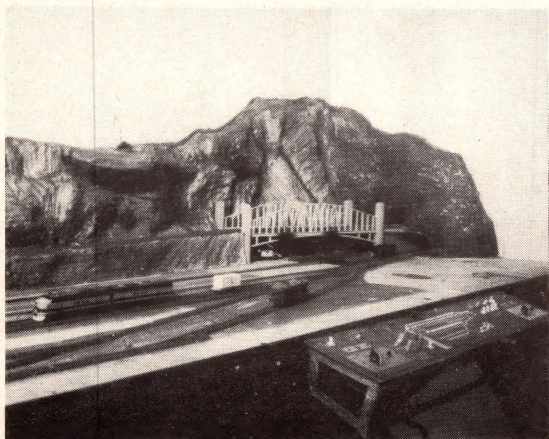
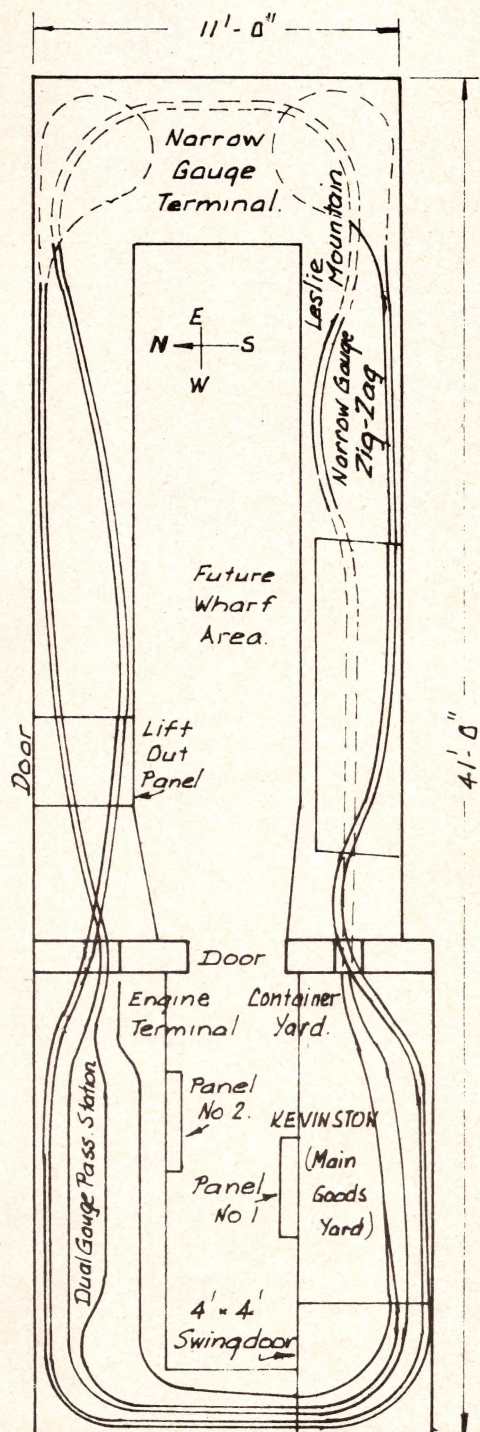


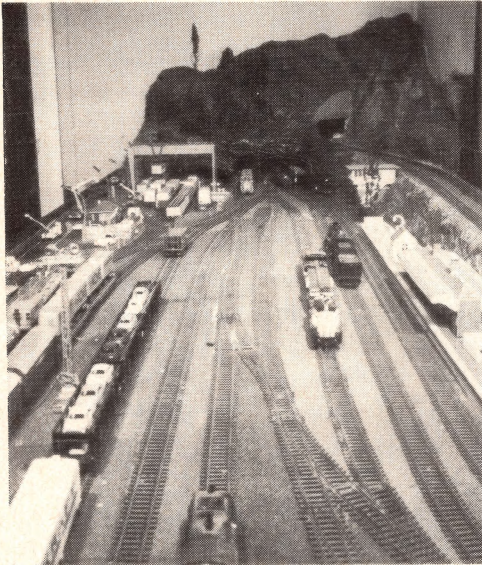


The section in the "old" room 14' x 12' consists of a double mainline around three walls (which has no connection with either the main yard. Kevinston or the dual gauge passenger station Charles Street) inside of which is the line connecting Kevinston and Charles Street as well as the loco servicing area. These two yards fill the available area and as a result scenery is somewhat restricted. In the larger room more space will be allotted to scenery.

HOn3 was chosen as the narrow gauge for two reasons, variety of equipment and interesting prototype (geared locomotives, etc.). So 3' gauge is rarer in Australia than hens' teeth, so what? How many of those brass V.R. "R" class locos scale out at 5'3". The narrow gauge begins at Charles Street, moves along the North wall and into the mining and timber milling village of Cockroach Valley, from there down the Leslie Mountain, zig zag (now under construction) in the South East corner, then back under (!) Cockroach Valley, returning along the North Wall (at a lower level) and onto the wharves at Rosina Bay. No attempt has been made to show the narrow gauge on the track plan. It is intended that the narrow gauge be operated by "cab control" with the driver following his train. Control will be by a "staff exchange" system. Maximum train length is set at 3'6" overall.

Construction is also well underway on the southern and eastern walls of the larger room. At the time of writing a continuous run of about 140' through Florenceville and (though not connected to the above track) the two main yards Kevinston and Charles Street are in operation.





The (to use an American term) "Golden Spike" ceremony is still one or two years away however.

In the hope that it may be of interest to somebody a further article on control systems and signalling on the C.V.R. is being prepared and (editor permitting) may appear later.

FOOTNOTE: Why Cockroach Valley? Well first imagine a large room once an aquarium with high humidity, fish food, plenty of hiding places.

The Location: 3 Salisbury Street,
Coburg, Melbourne. Vic.

Visitors welcome most Sunday afternoons. Please call or write first.

C.V.R. COCKROACH VALLEY.

General Manager
and Financier: Kevin Bush.

First President
and Foreman: Mr. C. Bush.

General Adviser
and Labourer: Len O'Brien.

Demolition: Paul (Whelan) O'Brien

Tea Lady (unpaid?): Mrs. J. Bush.

Electrical
Department: Ray Battay

With general advice and help from
members of the Pascoe Vale "Group"
and special help from Jack Smith.



FOR READER'S LETTERS

LIKES W. A. HOSPITALITY

At the beginning of February, I was fortunate to be able to travel by the Indian-Pacific to Perth. On arrival, I was met by the Branch Secretary, Paul Hodson, and driven to my Hotel. He met me again at 2.00 p.m., and drove me to the Castledare Miniature Railway where I enjoyed the 7/4" live steamers, and then invited me back to his home for dinner and an evening of slides of W. Aust locos.

On the Monday and the Thursday, Graham Watson acted as my Chauffeur and Guide, ensuring that I saw many things of interest. On the Monday evening, I had the pleasure of attending the Branch meeting in their new Clubrooms.

During the week I was entertained at dinner by Gus and Marg Durham (ex NSW), Tony and Mrs. Gray, and Julian and Mrs. Price. More invitations were extended, but due to other plans I was unable to accept.

On Wednesday, I travelled to Bunbury on the "Australind", and during my stay had the pleasure of meeting Mrs. Dulcie Kent, the only female full member in West Aust.

It is impossible for me to convey fully my activities, and would recommend to any AMRA member who is able to visit Perth to write ahead, if possible giving good advance notice, and you will be assured of a very warm welcome, and that every effort will be made by the West Aust, members to ensure that your visit will be one that you will always remember.

In conclusion, I would like to take this opportunity of thanking all members of the West Aust, Branch for their warm reception, and particularly those members who did so much to ensure that my visit was so interesting and enjoyable. I can only say that to experience West Aust. Branch hospitality is something you will always remember.

Keith J. Wilcox.

BASIC SIDINGS AND ASSISTING ENGINE IN REAR

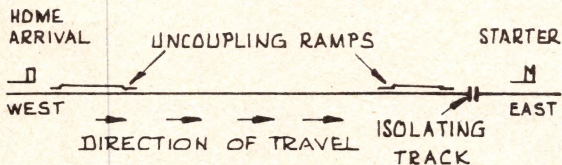
By E G Watson

As there are plenty of sources of articles on grades and ratios this aspect is not dealt with here. The question arises however what do you do if you cannot fit in a grade that is not too steep for the load required? The logical answer is of course more power, either a stronger engine or two engines.

Using two engines, unless we are uncouth enough to uncouple by hand (a sure way to get derailment), poses problems of isolating and uncoupling. These arise whether the assisting engine is front or rear. 'Assisting Engine in Front' will be dealt with later (I'm short of one idea on it.) At the start of the run the rear engine will need to be isolated in a siding or on the main line. The goods is marshalled and the Van pushed back onto the isolated engine and coupled up. Power on and it is ready to go.

Those who have access to a Rules and Regulations for Single Line working and General Appendix, might like to look over "Return Back Engine", but an explanation of this would be too lengthy to include here. The following idea works quite well. For those interested in the safe-working aspect it should be done with in the Home arrival and starting signal.

The Track Arrangement is:—



NOTE— If varying sized goods are to be run the longest should be chosen for the next steps.

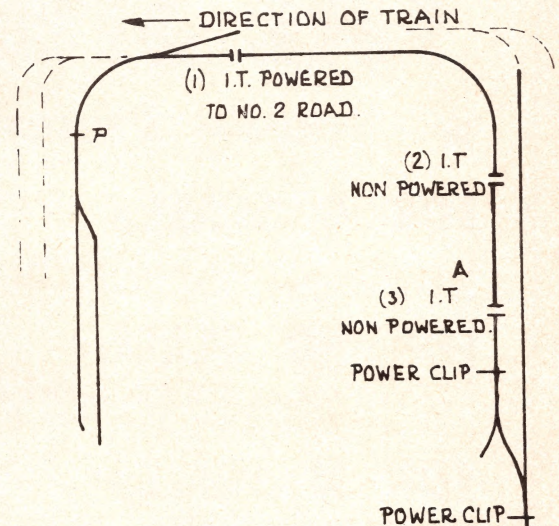
1. Select place to be used.
2. Insert isolating track (Triang users — short end east.)
3. Power on. Bring train in with engine (leading) just on the isolated section. Leave plenty of slack in couplings.
4. Note position for uncoupling ramp as far East as possible.
5. Note position of rear uncoupling ramp. The **UNCOUPLING POINT** should be as far West as possible.
6. Move train out and insert ramps.

Providing that you have left plenty of slack in the coupling it will now be possible to uncouple both engines.

1. With power on, move the train in until it is just on the isolated track.
2. Power OFF. Uncouple leading engine and truck.
3. Move train back and uncouple van and rear engine.
4. Clear rear engine off main line as required.

If standard length goods are to be run the east end ramp will not be needed. On the longest goods as selected previously, it will not be necessary to uncouple the leading engine.

VARIATION OF — ASSISTING ENGINE IN REAR

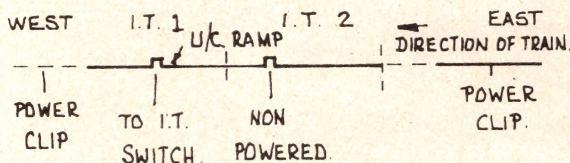


This arrangement solved a double problem:—

- (1) To hold a train at A to cross main line train.
- (2) There being no suitable place for a loop or main line run around, goods are required to push into the sidings.

GOODS TRAIN RUNNING

By moving Isolating track No. 2 back on to the elevated line and allowing a good trains' length between the isolating track sections, the leading engine can be uncoupled and the assisting engine in rear takes over for shunting. On the return trip switching off Isolating Track (1) Holds the train at a while the main line train passes. This one took a bit of figuring out and as yet I have not worked out why Isolating Track (2) is needed, but It was only when the combination shown was hit on that the whole system worked.



ASSISTING ENGINES

Triang Isolating track and switches were used in checking these notes. The trains were run on a branch line, (drawing 2) Variables would be directed of train travel and position of power clips. See also short article by me on "Assisting Engine in Rear.

The uncoupling ramp sits as close to the part where the wires connect as possible (watch for faulty plastic work when buying.) The two engines are eased on to the uncoupling ramp far west as possible. Power is switched off isolating the rear engine. By moving the first engine back gently uncoupling is completed and the assisting engine in front cleared off the main line.

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T & BJ VICTORIAN RAILWAYS VAN AXLE GUARDS 85c SET, T & BJ DUMMY KNUCKLE COUPLERS, CANDEMAH BRICK PAPER.

FOR N SCALE:-

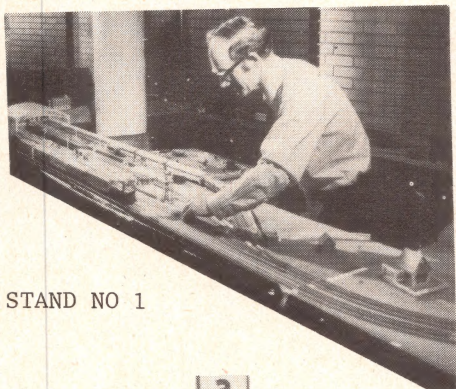
CANDEMAH BRICK PAPER

129 BELL STREET, COBURG, 3058.

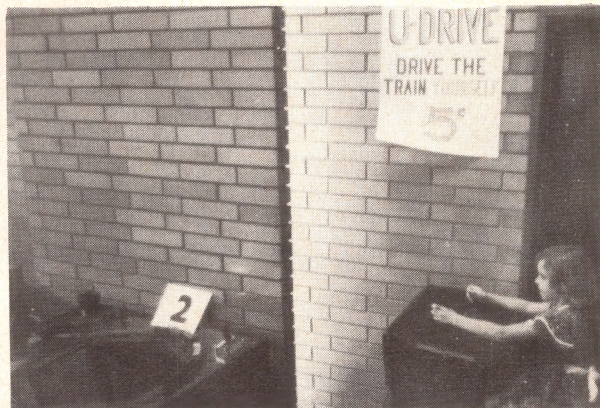
THE MAIL ORDER SPECIALISTS.

THE VICTORIAN BRANCH 1974 EXHIBITION

Photos R.Little



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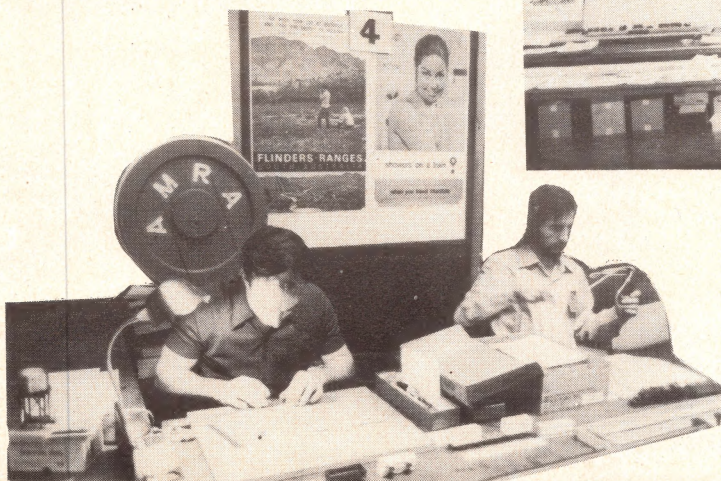
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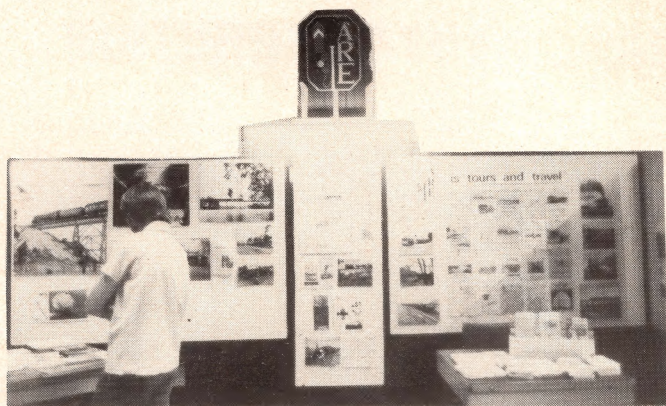
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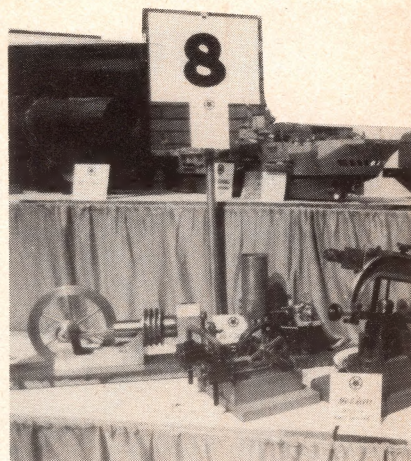
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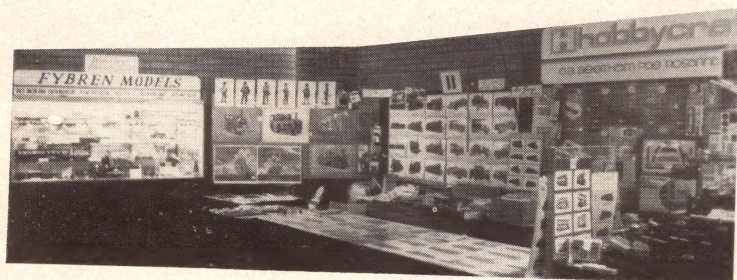
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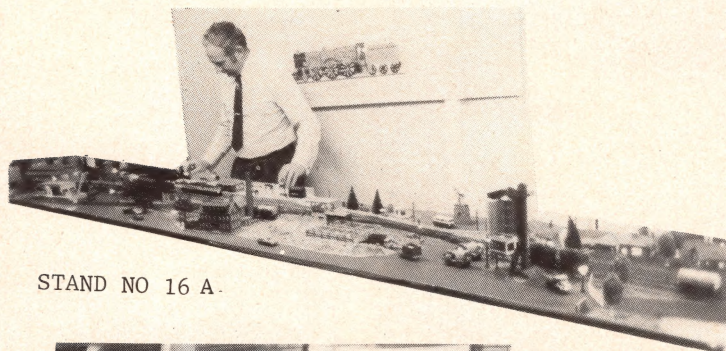
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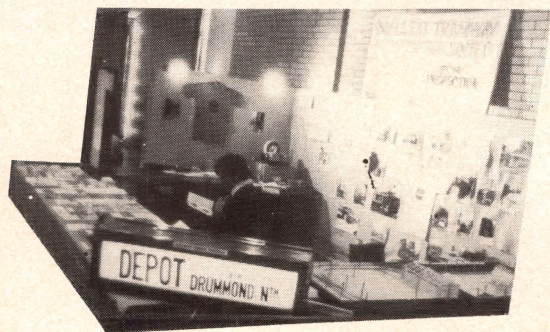
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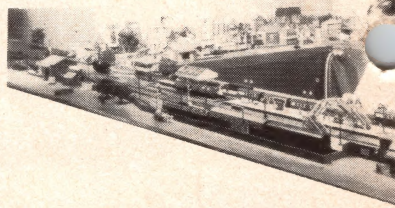
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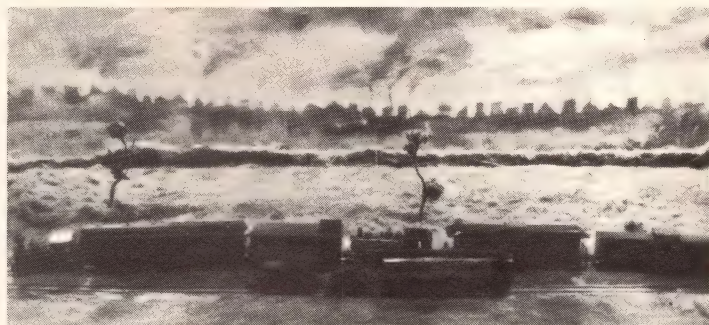
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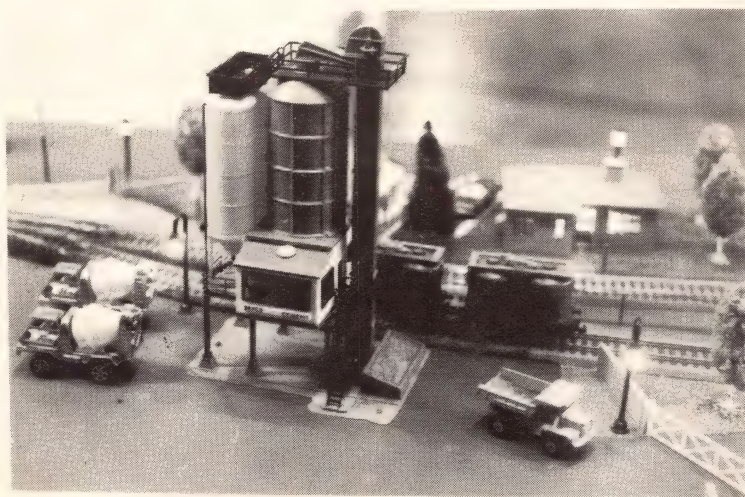
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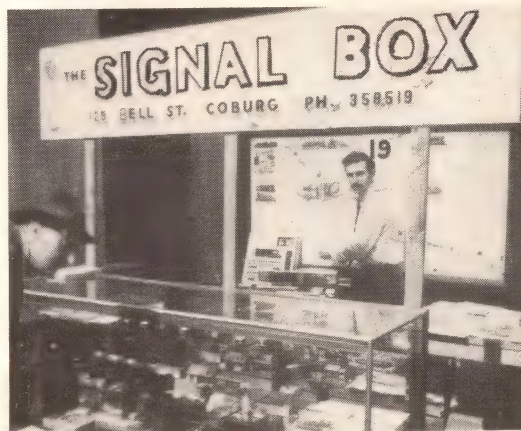


STAND NO 13



STAND NO 16A

Stand 16d.



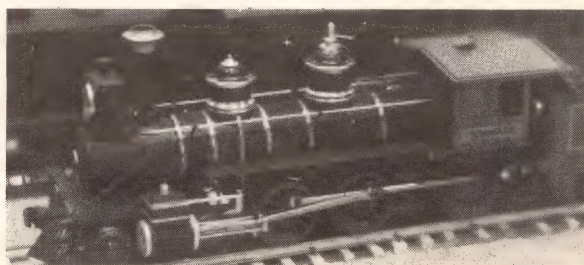
Stand 17.



Stand 21.



Part of stand 20.



Stand 6.

A branch line in the Wimmera

By M. Clark

Dimboola, the heart of the Wimmera grain area, is the terminal for the Yaaheet-Yanac branch line.

Twenty miles north of Dimboola is the town of Jeparit. This is my home town. Jeparit is noted as the "Birthplace" of Sir Robert Menzies. We have a very fine Pioneer Museum, with some fine pieces of hand made machinery. The museum is run by voluntary workers. Jeparit has a station staff of three. Harry Daggett, Station Master, with Jerry O'Connor and Bill Sweeny who are the station assistants. There are eight gangers, with Ted Moore as the leading ganger.



'Rail tractor - 21RT'

(Note grain chute behind tractor used for transferring grain from silos to rail wagon)



'Jeparit yard'

The Jeparit station has a yard capacity of approximately eighty-four four wheeled trucks. There is RT.21 (Rail tractor) used for shunting. The yard also has a station, goods shed, a crane (which the gangers complain about) and



'Yard crane - Jeparit'

four silos. There is a shed at the north end of the station where two of the three inspection trolleys are kept. Also at the north end of the station is a demolished goat ramp. My friend has dug up many interesting things, such as a section of a piston rod and a couple of brake shoes.

Grain has been bagged lately for transporting to Egypt because there are no silos in the Egyptian ports.

Grain is transported in "GY's" and "GJX(F)'s", with the occasional "I's", "IA's" and "RY's". The only locomo-

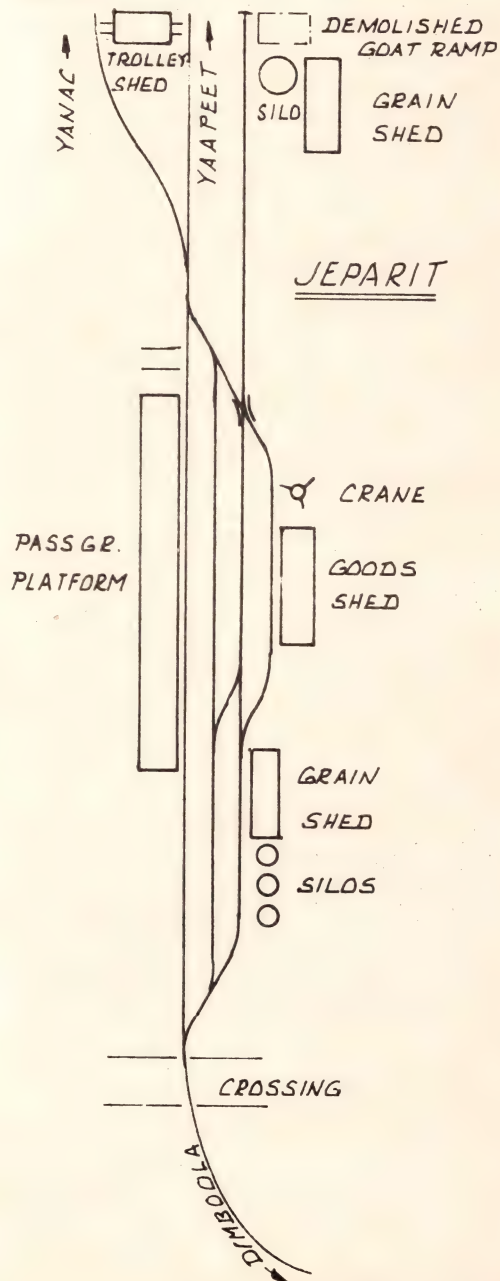
tives used on this line are "Y" class diesels, although if a large load has to be hauled they usually have a "T" class diesel electric. Before dieselization 2-8-0 tender loco's were used. These class loco's were "J" and "K" classes.



'Jeparit station - long galvanised iron "structure" is used to store grain once silos are filled. Such structures are utilitarian as they are only used to temporarily store "overflow" harvests'



'Y116 leaving Jeparit'
(Note scenic detail in foreground)



Jeparit terminates with Yaapect line, which ends approximately 33 miles from Jeparit in the Mallee, and Yanac which



'Yll6 crossing the Wimmera River, heading for Jeparit'

ends approximately 42 miles from Jeparit in the "Sunset Country".

Trains run on Mondays, Wednesdays and Thursdays with mail. The trains usually arrive at Jeparit from Dimboola between 5.00 am and 5.30 am. It takes the train approximately 5 - 6 hours to travel from Jeparit to Yaapect (and Yanac) and back. The reason is that the speed limit between Jeparit and Rainbow is 20 mph, and from Rainbow to Yaapect is 15 mph, as the weight of the track is only 60 lb to the yard (and some is even lighter).

There is future plans of the Jeparit-Yaapect line being relayed for 40 mph goods.

"PIRACY!" by "Bunyip"

However, here lays the problem . . . modern science and the mass media has enlightened a large section of the modelling public on how to reproduce models in mass production form and this in itself is great, except there are more lazy (or incapable) modellers than willing workers. These lazy modellers buy a kit of a piece of rolling stock and in turn reproduce same, at a much reduced price, distributing same to all and sundry, this limiting the sales potential to the Kit.

Now this article is not to debate the legal or ethical point of Piracy but it aims to bringing to everyones attention the possible results. Apart from the fact that the parts reduce in size and clarity everytime they are reproduced, there is a long term shadow of doom surrounding the whole matter.

Being as brief as possible the failing comes down to supply and demand. The local manufacture (hereafter known as the Bunyip), markets a range of Kits with a very small profit margin, aimed at making money and assisting the Australian modeller, (hereafter known as the 'Roo'), obtain a large collection of Australian models. Now one of these Roo's (hereafter known as the Goat), buys one of these Kits and in turn reproduce and distributes them to all his mates (Roo's), who are no doubt grateful for they were saving for that \$3 Kit and now he's saved money. Reproducing down the line the Bunyip finds his kits are not selling so withdraws same from market and produces another Kit only to have the same procedure happen over again. Looking into the matter the Bunyip soon finds out that others are pirating his products and thus

leaves the manufacturing field after finding out why he has been dubbed a Bunyip.

Of course the Roo's become most indignant that they cannot purchase any local Kits and start hopping all over the hobby shop floor thumping their tails in anger. Had they been more careful and not assisted the Goat in his piracy he would not have found himself in such a stew. The Goat however is not moved by all this, for he is in his own self satisfied little world, and he is not really concerned by the reality of life.

Ever since the early days of convict settlement in Australia, the inhabitants have shown contempt and disregard for rules and regulations. Australians will not conform to any accepted system and in most cases change those same systems to suit themselves. An example of this is the brand of football played in the Southern States of this land. Any thing goes — complete lack of rules plus a lack of interest in the many other styles of international sport. Yes, Bung Rules . . . oops. Aussie rules is the game.

Having this convict background assists the Australian in his feelings to the underdog, especially if the underdog is being hounded by the Police. An example here is Ned Kelly who among other things was a robber and murderer, but still is a hero in our local folklore. The well known Australianism: "She'll be right mate" is well and good unless the repercussions hit the statement maker where it hurts.

PIRACY — a term applied for taking something that does not belong to you. Piracy in Australia was quite

evident, by folklore, in Albury preceding the Sydney-Melbourne standard gauge. At that stage in time, Albury has two main secondary industries, the second most important industry was the trans-shipment of goods between N.S.W. wagons and Victorian wagons or vice-versa. The main secondary industry was transshipping goods between N.S.W. and Victorian wagons into vehicles (road) not belonging to either system for resale to people other than the rightful owners. Pilfering is the respectable name given it today, but PIRACY would have been well suited.

Well Piracy has become evident in the Australian Model Railway field and it would be fair to say that most, if not all the local manufactures have pirated one part or other into their product. Piracy, as applied here is the copying by one manufacturer of a part made by another manufacturer. It is not difficult to pick out the different parts used by the local manufacturer in the making of his master patterns. Without looking for excuses it would be fair to say that the offending manufacturer, has in most cases used basically the raw product and/or incorporated the pirated part into his own craftsmanship which resulted overall with a better product on the Australian market which in turn raises the standard of Australian proto-type modelling.

The fact that he has put a manufacturer out of business has little emotional feeling on him for "Those kits were only junk anyway", even though they were good enough for him to Pirate. And so our little story ends with our Bunny hiding in his hole, the Roo's in a stew, and the Goat quite happy that he has damaged the growth of Australian Prototype modelling.

While this story may seem a little off hand, it has actually happened to one side of our hobby.

A few years ago it was possible to buy scale plans from many sources but due to the lack of sales these sources stopped the manufacture and sale of the plans. The plans were in fact well sought after but the system was to buy one plan, photocopy same, in turn distributing it among his mates. The result here was complete cessation of plan production which now makes it very difficult to obtain a correct drawing unless one is in the know.

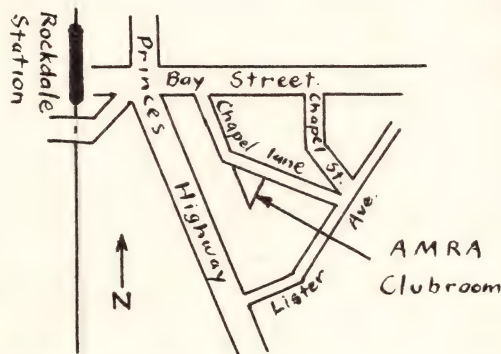
Piracy is a killer and if accepted by the modelling public it will kill off the local market. In reality it is enjoyable and rewarding to be able to make the master pattern oneself and not having to rely on someone else's craftsmanship. Yes it is good to be an independent modeller and not being a "Copy Cat".

HERE ENDETH THE FIRST LESSON'



N.S.W.T.D. 3289 heads a Richmond bound passenger train away from Windsor in October 1965. Scenic modellers should note the gentle slope of the cutting sides through the soft earth, in contrast to the much steeper sides of rock-walled cuttings. Photo Alan Templeman.

BRANCH NOTES



NSW BRANCH NOTES.

The Annual General Meeting of the NSW Branch was held on Saturday 2nd February 1974, at the clubrooms at Rockdale. The meeting was attended by thirty members and four visitors.

The following members were elected to the Branch Committee:—

President	R. A. Gallagher,
Vice President	G. Bray,
Secretary	P. Kelly,
Treasurer	J. Skilton—
Committeemen	G. Larmour, J. Parker, N. Thomas, B. Lovett, Wilson.

J. Parker was elected Branch Reporter.

The Branch would like to extend its thanks to retiring committeemen **K. Robinson, L. Lumsden, H. Shepherd,** and **J. Fotheringham.** We would particularly like to thank retiring **President G. Larmour,** and retiring **Secretary A. Brown,** for their outstanding performance during their term of office. They have left a high standard to follow.

The first task of your new committee will be to draw up a roster for the next six months' activities. If you have not received a copy by the time this Journal appears, contact the Secretary.

The scope of the Modelling Clinic has been broadened to include general modelling in addition to the set project. This means that members can use the modelling clinic to work on any project that they happen to be doing at home, (any transportable project, that is) This could be useful to those who are having problems with some aspect of their model building. Nothing solves a problem more quickly than discussing it with others.

The question of how to make newcomers feel welcome has been brought up many times at meetings, including the last NSW Branch A.G.M. The discussion is usually prompted by complaints such as, 'I was just ignored' or 'I was not introduced to anybody'.

Well perhaps these complaints are justified, perhaps not, but we think it should be suggested that some effort on the part of the newcomer also is required. Don't just stand around the doorway waiting for someone to notice that you have arrived. The thing to do is to barge in, interrupt the nearest conversation, and ask for the duty officer.

He will welcome you, introduce you around, and generally get you started. Again, you will need to make some effort towards becoming assimilated into the crowd at the meeting. It's a good idea to bring something to build a conversation on, such as a model you have built, or a plan of your layout.

So don't hang back you newcomers, make the effort to get to know us and join in the fun. You don't know what you are missing.

Programme for next three months:—

MAY:

- Sat. 4th.** Track laying & scenery Demo, by John Dunn.
- Fri. 10th.** Modelling Clinic.
- Sat. 11th.** Visit to Bankstown Live Steam 2.00 p.m. Behind the carpark in Hoskins Ave., opposite Cottam Ave. Mid year dinner; Bankstown. Sports Club — Bookings 661 4046 by 6/5/74
- Mon 13th.** Layout operation.
- Fri. 24th.**

JUNE:

- Sat. 1st.** Layout operation.
- Fri. 14th.** Modelling Clinic.
- Sat. 15th.** Family Buffet Tea & feature. 5.00 p.m. Film night at Clubroom. \$1.00 per head, \$3.00 Family.
- Fri. 28th.** Layout Operation.

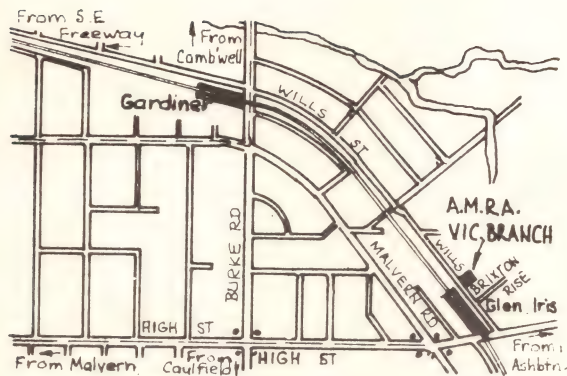
JULY:

- Sat. 6th.** Auction — All goods to be presented by 2.25 p.m.
- Fri 12th.** Modelling Clinic.
- Sat. 20th.** Open Day — Visit by other Clubs, Layouts will be operating.
- Fri. 26th.** Mid year Business meeting — General discussion on Club activities. Followed by Slides by Phil Knife.

J. Parker,

BRANCH

NOTES



Vic Branch Notes

Meetings held on 2nd Thursday of each month, at Tim Dunlop House, 92 Wills St Glen Iris, commencing at 8.00 p.m.

At our February meeting 102 members and visitors were treated to an evening of colour films taken by John Gardiner during his quest for overseas railways, and the scenery, both from a railway and as a tourist viewpoint had to be seen to be believed. John's offer to provide more films was taken up, and they will be shown at the Ladies Auxiliary film night.

The Exhibition is over for another year, and our retiring **Organiser, Ron Mannell**, and his team are to be complimented on another fine effort.

Perhaps the most talked about display was a group effort by **Jim Scott, Mal. Baker, Ray Brownbill, and Stuart Westerman**. This layout comprised Jim's HO_{N2}½ expanded to include a dual gauge station which connected to the HO sections of Stuart and Mal, Mal's section connected to Ray's HO_{N3} section. Point to point operation was provided between the HO sections. The pace has now been set for next year! !

On behalf of the C.O.M. and the Exhibition organiser, our grateful thanks are extended to the exhibitors, members, and ladies, without whose help we could not put on a show such as this.

The general apathy of members to fund raising activities, which resulted in the cancellation of a number of functions last year, is unfortunately, still prevalent. The Ladies Auxiliary programme has been

curtailed due to poor response to both day and evening activities.

At present we are able to meet expenses, due in the main to exhibitions, but members who enjoy the facilities of our clubrooms are requested to support the C.O.M. by attending at least one special function. In this way, not only does our Branch benefit financially, but the member and his family enjoy an evening or day out at a discounted cost, so they benefit also.

Agenda for next three months:—

APRIL

Thur. 11th. Annual General meeting and Layout operation. Competition - Louvre Van, any prototype.
Family Film night.

MAY

Sat. 4th. Crazy Whist at clubrooms.
Thurs. 9th. Running night on Club Layout.
Competition - Photograph-Railway Scene
Material for Annual Auction will be on display.

JUNE

Sat. 1st. Crazy Whist at clubrooms.
Thurs. 13th Annual Auction. Competition - Lineside Structure.

John J. Harry.
Hon. Secretary

QLD BRANCH NOTES

All readers will be aware of the recent widespread flooding in this State, with many country areas inundated in addition to the disastrous effects in Ipswich and Brisbane. Areas previously considered safe were under water, and thousands of people were evacuated. Many lost all they had; some their lives. Indeed a large number of houses were swept away, demolished, or rendered unsafe. Foul, slimy stinking mud is everywhere.

Dave Jenkins, of Yeronga, had five feet of water through his home, but he still manages to be cheerful. His British Prototype layout is a write off, and has all

the appearance of a flood in miniature. Dave is a service agent for various brands of model trains. His workshop, stocks and records, all downstairs and completely submerged, are in a sorry state. Daves' English model railway magazines, dating back to 1937, are a sodden mess. It is hoped some can be salvaged, but if anyone has English magazines they wish to give, they would be most appreciated.

Steve Suggit had a lucky break. Water came almost up to the floor of his high set home, and fortunately stopped. Steve had time to remove his lathe and other equipment from underneath.

There may be other modellers who have suffered. These are two cases of which I have personal knowledge. Arthur and I have been at Daves place for the last few days, washing off his equipment. What a long tedious job! It's hard for small businessmen like this. The sooner things are sorted out, the sooner he can start earning a living again.

Changing to happier events, the barbecue on January 19th was a huge success. I have never seen so many AMRA people together before. **Steve Suggit** showed slides sent by a friend in South Africa.

After a lapse of a few years, a model competition was held. The standard was high.

The **Fenner Shield** for the best model went to **Greg Gabb**, for a scratch built NSW 60 class in HQ. Runner up was **Darryl Scott** with a QR 2100 class diesel in HOn3½.

The **Harley Cup** for passenger cars went to **Robert Geddes**, for a QR air conditioned coach in HOn3½.

The **Harley Cup** for freight vehicles was awarded to **Rodger Kershaw** with a scrap heap built, vertical boilered coal crane, NSW type. The runner up was **Malcolm Neilson**, with a SAR refrigerator car in HO.

Thanks to **Rodger** and **Christine Kershaw** for making their home available for a most enjoyable evening. We should get together like this more often.

An HOn3½ group has been formed, meeting at 60 Fallon Street, Everton Park, on the first Thursday of the month.

Meeting places for the forthcoming regular meetings are:—

May 23rd. **A. Robinson**
142 Northgate Road,
Northgate.

June 27th. **C. Wall,**
8 McEwan Street,
Riverview.

July 25th. **E. Lyon,**
112 Reeve Street,
Clayfield.

Workshop meetings are still the second Thursday.
(Dry) Jim Christie.

W.A. Branch Notes

Now that we have our own clubrooms at **No. 1 Beaufort Street, Perth**, a need was seen for extra meetings to fully utilize the premises. In this regard we detail our new series of meetings, which started on Monday March 11th.

APRIL

Mon. 1st Film evening.
Sat. 6th Layout operation.
Sat. 20th AUCTION.

MAY

Mon. 6th Annual General Meeting.
Sat. 11th Layout operation.
Sat. 25th Layout operation.

JUNE

Sat. 1st: Layout operation.
Mon. 10th. Slide evening.
Sat. 22nd. Layout operation

Paul Hodson.
Hon. Secretary.

NK HOBBIES

FOR YOUR MODEL RAILWAY SUPPLIES

NK HOBBIES has a comprehensive range of scratch building supplies including *North Eastern* scale lumber and *S.S. Ltd.* castings.

For those modellers who don't like building it themselves we have a comprehensive range of R.T.R. models.

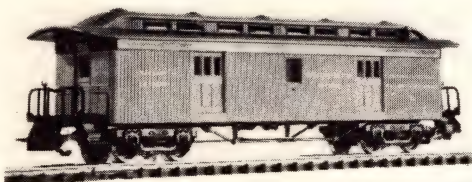
Hours:— Mon. - Wed. 9 a.m. - 6 p.m.
Thurs., Fri. 9 a.m. - 9 p.m.
Sat. - 9 a.m. - 1 p.m.
OR by appointment.

264 Blackburn Road
SYNDAL 3149
Phone: 2332398.

POCHER

H0/00

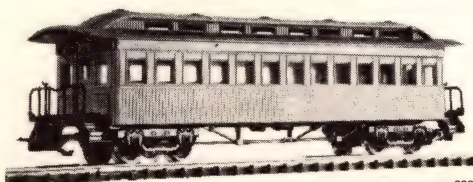
OLD TIMER PASSENGER & FREIGHT ROLLING STOCK



2992



2993



2994



2998

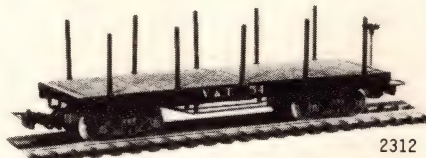
- 2992 V&T Old Timer Baggage Car, Yellow & Green, 165mm long - - - - -
- 2993 V&T Old Timer Combine, Yellow & Green, 165mm long - - - - -
- 2994 V&T Old Timer Full Coach, Yellow & Green, 165mm long - - - - -
- 2998 Barnum & Bailey Circus Advertising Car with circus motif in full colour, 165mm long - - - - -
- 2310 Old Timer Box Car, Missouri & Pacific, Red, 140mm long - - - - -
- 2311 Old Timer Box Car, California Fast Freight, Orange, 140mm long - - - - -
- 2312 Old Timer Flat Car w/stakes, V&T, Black, 140mm long - - - - -
- 2313 Old Timer Gondola, V&T, Red w/black underframe, 140mm long - - - - -



2310



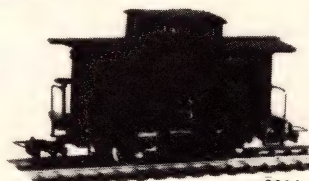
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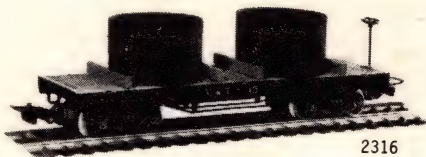
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2314



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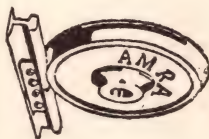
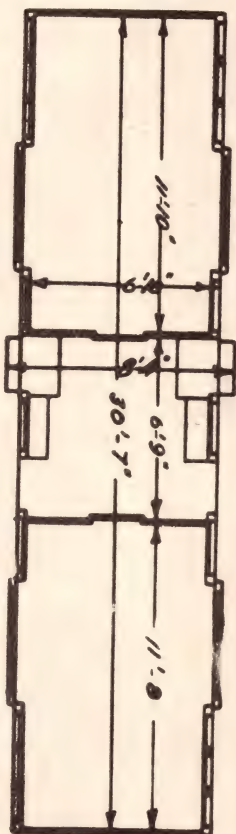
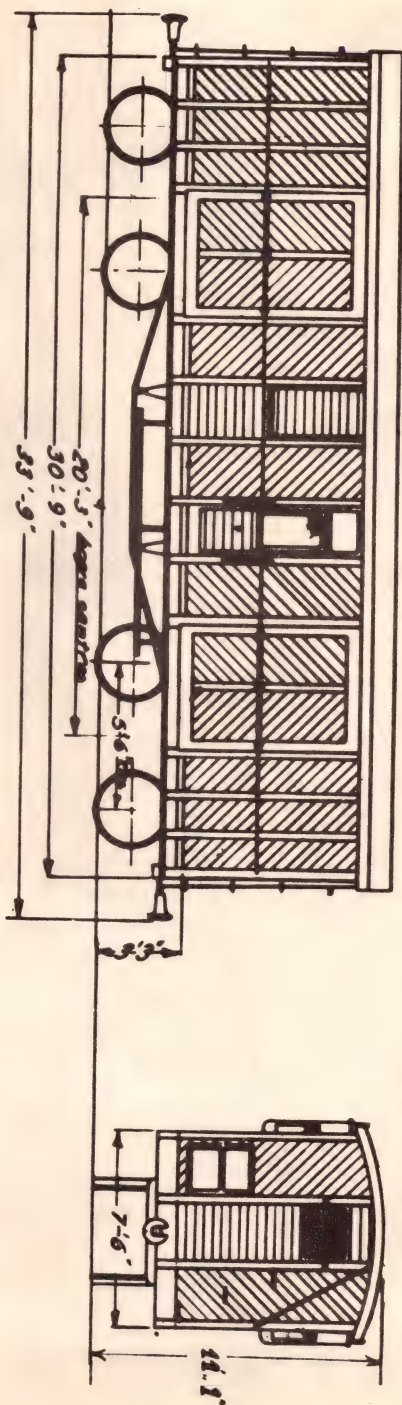
- 2314 Old Timer 4-wh Caboose, V&T, Red w/black underframe, 97mm long - -
- 2316 Old Timer Flat Car, V&T, Black with two red wooden tanks as load, 140mm long - - - - -

If in difficulty or for trade supplies contact: **AUSTRALIAN MODEL CRAFT CO.,**
Box 118, P.O., Albury, NSW 2640 Phone (060) 21 2473

MIDLAND RAILWAY OF WESTERN AUSTRALIA

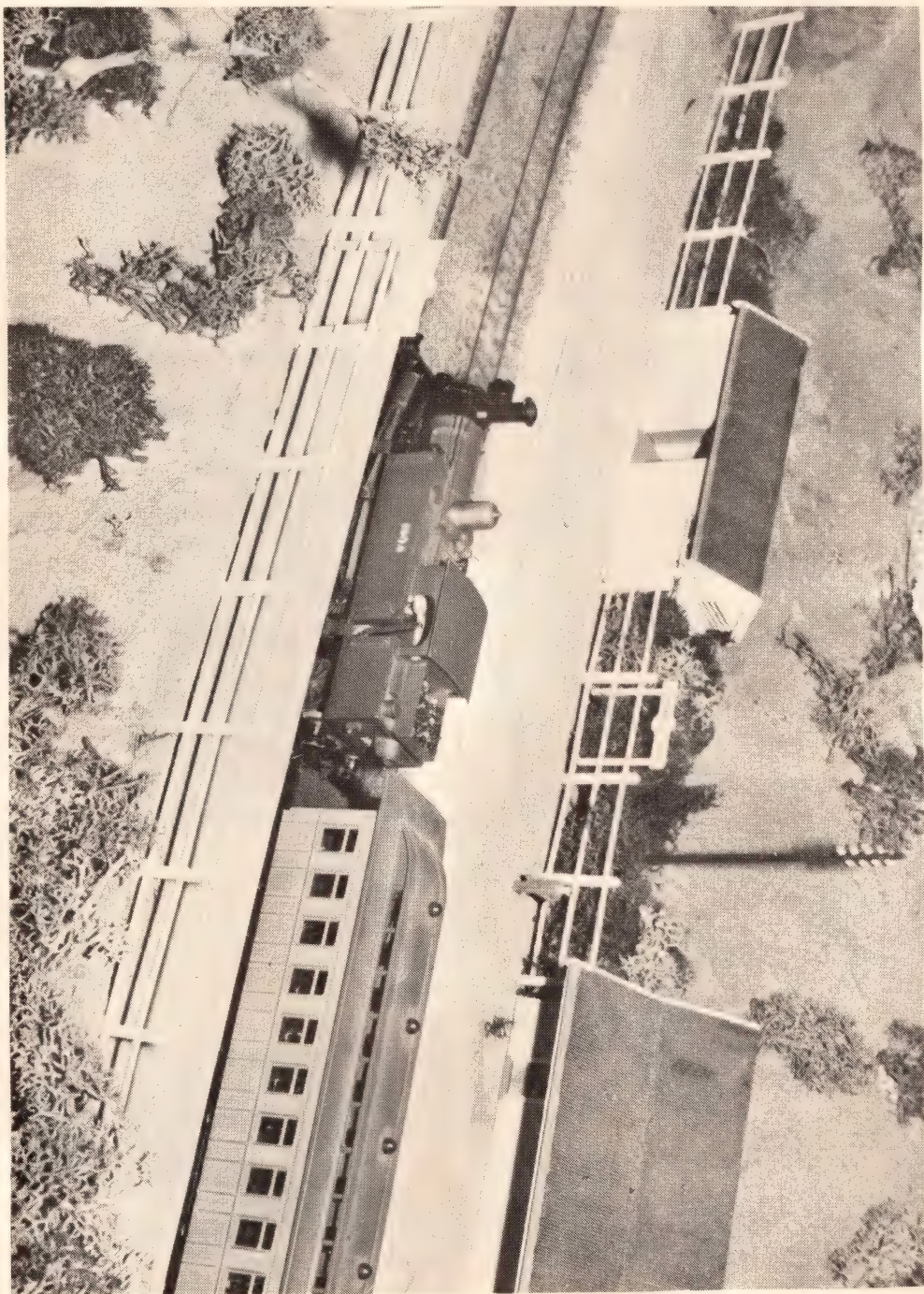
M.R.W.A.

BRAKE VAN



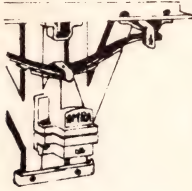
Class	Year	Loc	System of	Brake
TC	0	TC	0	Hand and Vacuum
R70	2	0	3	—

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1304 arrives at Stanwell Park with a Down All Stations Passenger Train on the Model Workshops HO Layout. At the 1973 A.M.R.A. Sydney Exhibition. The Station Buildings were scratch built by Ian Thorpe, while 1304 was scratch built by Ken Foran.

Photo: A. Templeman.



Editorial JOURNAL BOX

EDITORIAL

With another six issues behind me another year has ended. May I, on behalf of the Federal Committee, wish you all the compliments of the season, and a prosperous new year.

It has been an interesting year productive in wise — I have learned a lot about printing that I didn't know before. However, it has proved to be expensive, and with the rise in postal charges the Federal C.O.M. are looking hard at ways to keep up the standard attained, and to somehow reduce costs.

I must thank those members who have sent in contributions to the Journal and apologise to those Branch Reporters whom I mixed up with the changes in dates of deadlines.

I hope that by now you are thinking of sending in that entry for the Association's Competition. No entries, no competition! All entries must reach the Federal Secretary by the end of January.

The March/April Journal is still coming — with a little bit of luck you should have it before Christmas.

REX LITTLE

Deadline for Jan./Feb., 1975 is Dec. 14th, 1974.

VOLUME 23

ISSUE 113

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ON THE COVER

D4 268 at Williamstown A.R.H.S. Museum
16/9/73. Photo by Rex Little.

THE SECRETARY'S DESK



We have made many appeals for members to advise the Federal Registrar, June Dunn, of any change of address. Judging from the number of Journals that get returned "Address Unknown" these seem to fall on deaf ears in many cases. As it will now cost 10c to drop a line or make a phone call, a timely notification would save a lot of wasted time and postage.

I was recently rather rocked to be told that a number of members don't bother to read Journal "as there is nothing in it that interests them". Whether the fact that I have been a modeller for so many years has anything to do with it I don't know, but I always read all the various magazines that I obtain right through.

There is always something of interest to read in so many articles covering a wide range of activities in all gauges, model and prototype. Photographs are always of interest, as a lot can be learned from good photographs. Plans can be converted to any gauge, layout plans can be studied for ideas, etc. Failing all this, a letter to the Editor, asking other members to supply information on some topic of interest could produce results.

It has been mentioned on many occasions that the Editor is not expected to know what everyone is interested in, nor does he have to dig up the information to fill the pages of Journal. I have heard some members say they have sent in articles and have not seen them printed, this can happen. The Editor requires a large selection of articles on hand, to enable him to produce a balanced magazine with not all the one type of thing in each issue. In his wisdom he withholds some articles for a "rainy day" — they do not just get thrown away. These days when articles are received by Rex, he sends an acknowledgement slip, which should be kept as a reminder.

An offer has been made to produce Journal in an entirely new set-up. There are a number of points that need clarification yet, which the C.O.M. hope can be finalised very shortly to the benefit of the Association.

There is an urgency in this matter as the cost of putting Journal into members' letter boxes has sky rocketed this year, and would soon have us scratching the bottom of the

barrel. The 1976 subscription will certainly have to be increased, though we hope, not unduly.

The C.O.M. are pleased to announce the following awards for 1974.

Honorary Life Membership to Rex Little for his many years of valuable service to A.M.R.A. on both Federal and State Committees and Editor of Journal.

Meritorious Awards to Arthur Robinson, who was Secretary of the Queensland Branch for many years and for his activities in building up the State Branch, and to Bruce Lovett, who greatly assisted in steering the New South Wales State Branch onto the right course and seeing it grow into the vigorous "teenager" of today.

The Committee of Management wish to offer seasons greetings to all members for the festive season and the year of 1975.

Norm Read Federal Secretary.

INFORMATION WANTED

The following Journals No. 111 were returned.

Mr. R. C. Grace, 35 Alemain Avenue, Carlingford, N.S.W., 2118.

Mr. R. Andrew, 4 Weston Street, Dulwich Hill, N.S.W., 2203.

Mr. J. A. McClaren, 47 Snell Grove, Oak Park, Vic., 3046.

Mr. J. Gardner, 1/11 Orewyl Road, Burwood, Vic., 3125.

Mr. P. J. Burman, 64 Drummond Street, Chadstone, Vic., 3148.

Mr. R. A. Ralli, 14 Parkway, Crawley, W.A., 6009.

The following Journals No. 112 have so far been returned.

Mr. R. Andrew of Dulwich Hill, N.S.W.

Mr. W. R. Hoye, Flat 6, Villa Victoria, 555 Victoria Road, Ryde, N.S.W., 2112.

Mr. F. Whitkin, 34 Howitt Drive, Lower Templestowe, Vic., 3107.

Should any member know the whereabouts of any of the above, would they ask them to contact the Federal Registrar, to obtain their Journals, and to have our Records brought up to date.

Rex Little

Editor

BETTER MODEL RAILWAY ELECTRICS

No. 6. A Short Introduction to Relays

This is the sixth of a series written by Allan Dowel, based on his experience as electrical engineer with the Melbourne Model Railway Society.

It is fortunate indeed that the PMG 3000 type relays are available to us through disposal sources at very reasonable costs. We can buy these relays at about 15% of their original cost to the PMG, and yet due to their excellent design, they are usually in at least 90% of new condition when we purchase them.

Relays used intelligently can turn a very ordinary model railway into a railway with quite fascinating facilities for very little additional cost.

A count of the relays used in the second MMRS layout surprised many as the total came to about 200. Despite this figure, all of that 200, and an additional 168, are earmarked for the layout currently under construction.

What are they all used for? The list below will give you some idea of the interesting features which relays can introduce. I plan to write about several of them in this series.

1. POINT MOTORS. Locally or remotely operated.

2. SIGNAL MOTORS. Both colour light and semaphore.

3. THE LOGIC CIRCUIT. A unit of 60 relays which allows three trains to be individually driven on the same 240 feet of track by three drivers, without any manual track switching. It also sets all signals.

4. THE DIGITAL CLOCK. This clock has five lamp display positions, can be stopped or started at any "time" by the train controller, and can run from four times real time to as slow as half real time.

5. LEVEL CROSSING FLASHER. One relay detects the approach and departure of a train. Another switches on the relay flasher circuits. Two relay flasher circuits provide correctly timed pulses to crossing lamps and a bell.

6. ROUTE SWITCHING. The trackwork at our Eldersville terminal is so complex, that to set a route at short notice delays train arrivals and departures for too long. Each of the six main arrival and departure tracks has a single "pull-up" switch which sets all points and track sections from the main line to that track, regardless of the positions of manual point and

section switches.

7. TELEPHONE SWITCHBOARD BUZZER. A sensitive relay feeds the current to all line lamps. When a call is waiting to be answered the lamp glows, and the relay operates. The relay contacts operate a buzzer, which can be switched off if not required.

8. TRACK DETECTION CIRCUITS. The new layout will have three distinct lines. The train controller needs every assistance to speed his work. Relays connected to each station to station section — eight in all — will light "occupancy" lamps on a C.T.C. type display panel in front of the train controller, which, with the addition of signal repeater lamps, will give him a fair indication of the location of each train.

Perhaps before we proceed further, we should be quite clear on our understanding of a relay.

A RELAY is actually a switch or set of switches, operated by an electro-magnet. It follows, of course, that as the electro-magnet can be energised by electric current from a remote source, the set of switches can be likewise operated from the remote source.

The PARTS can be divided into three main groups: —

- (1) the coil assembly (the electro-magnet);
- (2) the spring assemblies (the switches);
- (3) the iron assembly.

These are shown in Figure 15.

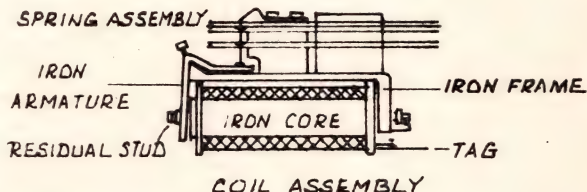


FIG. 15 MAIN RELAY PARTS

The COIL ASSEMBLY can consist, of from one to four windings, and sometimes carries a heavy copper slug (usually nickel plated). These slugs are used to slow the action of the relay,

but as these delays amount to less than half a second, slugs have very little application in model railways. In fact they should usually be avoided, as they reduce the efficiency of the coil assembly.

Ideal coil assembly resistances will vary according to many factors, such as turns in the coil, number of springs to be operated, etc., but generally speaking, the ideal resistances are as follows:—

12 VOLTS — 100 OHMS
24 VOLTS — 400 OHMS
50 VOLTS — 2000 OHMS

However, trial and error is the best judge.

Coil assemblies with more than one winding can often be connected in series or parallel to get a better effect. Coil assemblies are usually clearly labelled and the fine terminal tags are numbered a b c d e, looking at the tag end, with tags at the bottom. Thus a label "a b 200 and d e 200" indicates two windings, each of 200 ohms one connected between a and b, and the other between d and e. Such windings could be connected in series (connect b to d) to give 400 ohms, or in parallel (connect a to d and b to e) to give 100 ohms. See figure 16.

Watch out for windings labelled NI. These are "non-inductive"—that is they have no magnetic effect at all, and are to be used only as resistors.

When two windings use common tags such as "a b 200 — a c 500" they cannot be used in series, but could be connected in parallel by connecting b to c.



FIGURE 16.
COIL TAG NUMBERING

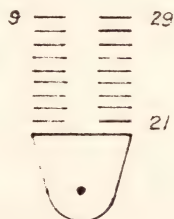


FIGURE 17.
SPRING NUMBERING

The SPRING ASSEMBLIES, usually two, are known as LEFT HAND and RIGHT HAND. In this case, we view them from the armature end of the relay with the springs upper-most (see figure 17). The springs of the L/H spring assembly start with No. 1 at the armature, and can number up to 9. The springs of the R/H spring assembly start at 21 at the armature, and can number to 29.

Each spring assembly is made up of CONTACT UNITS, and contact units came in four types:—

M or MAKE units. The two springs of a make unit come together when the relay operates.

B or BREAK units. The two springs of a break unit part when the relay operates.

C or CHANGE-OVER units. The centre spring of three, parts from the spring below it and comes together with the one above it, when the relay operates.

K or MAKE BEFORE BREAK CHANGE-OVER units. These are similar to C units except that their design ensures that the make action occurs before the break action. (Required for special circuit reasons sometimes.)

All four types are shown separately in Figure 18.

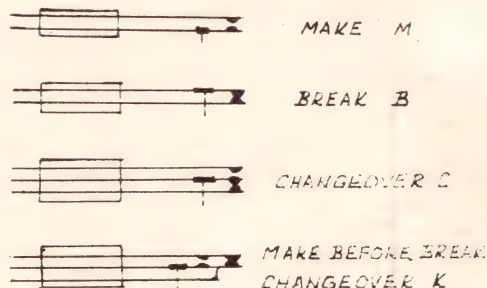


FIGURE 18. CONTACT UNIT TYPES

One finds an almost infinite combination of contact units within a spring assembly. Generally speaking, they should not be altered unless the operator is an expert. Very few of the springs are in fact inter-changeable. It is better to change a complete spring assembly if that is necessary.

Springs are divided into two types, LEVER SPRINGS, which are fitted with a brass lifting pin or a fibre stud, and are so called because they are "levered" up by the operation of the armature, and BUFFER SPRINGS, which are so called because they have a little lug on one side which rests on the white BUFFER BLOCK between springsets. The purpose of the buffer block is to allow the buffer springs to be tensioned towards the lever springs, without following them. This results in good reliable contact pressure when springs "make".

The IRON ASSEMBLY serves many purposes. Firstly, it acts as a mounting frame for all components, secondly, iron, being over 1000 times

better than air for conducting magnetic flux, ensures that the magnetism is at maximum strength. Thirdly, the knife-edged hinge and moving armature provide the mechanism for lifting the lever springs when the coil assembly is energised.

At this stage, it is worth pointing out one small but quite important feature of the 3000 type relay. In the centre of the armature, you will find either a fixed copper stud, or a small nickel-plated brass cheese head screw, locked by a nut. These are known as the residual stud

or screw respectively. Both are intended to stop the armature from being pulled all of the way to the coil core face. In such a position, there is a possibility that the "residual" magnetism (which remains in a magnetic circuit after the current has ceased to flow) could hold the armature in the operated position.

One can assume from this that it takes a lot less magnetism to hold a relay in the operated position than it took to operate it. We make use of this fact in a later article on signal release by trains.

A new railway

by Jim Scott

Prior to the 1973 Model Railway Exhibition held at Melbourne a decision had been made to build a new layout. As narrow gauge was to be continued, several visits to the local and State Libraries were made and also to the bookshops. Any information regarding narrow gauge was carefully scrutinised and finally two prototype railways were chosen. "The Lynton and Barnstaple Railway" and "The Campbelltown and Machrinhanish Light Railway".

These railways had used Locos and Rolling Stock similar to the models as supplied by Lilliput. A history had also been written about both of these Railways and both books were available. Finally the Lynton and Barnstaple Railway was chosen.

A scale drawing was now produced of the space available for the railway (in this instance, the spare bedroom).

Sketched onto this were the baseboards, these were laid out to suit the location, and the operating space was also checked. Everything was now ready to commence the actual planning of the layout.

At the turn of the century, Lynton and Lynmouth in North Devon, England, began their growth as tourist centres, and this growth led to the demand for improved communications with the rest of the country. By 1874 the London and South Western Railway, with through trains from London to Barnstaple, extended its line to Ilfracombe, and the Great Western Railway had extended its line to Minehead. By which time Lynton and Lynmouth were framed on three sides by railway services and the sea to

the north, yet the residents were still some twenty miles from their nearest station.

On the 19th March, 1895 the Lynton and Barnstaple Railway Bill was passed, and the construction of the line commenced. During this time the Great Western Railway proposed to build a line from Minehead to Lynmouth, but this proposal came to an end, as not being feasible. On the 14th March, 1898, the first train consisting of a Loco and one coach ran through to Lynton. The Great Western Railway now made a further proposal for a two foot gauge railway to start alongside the G.W.R. Station at Minehead, run to Porlock and then to a Terminus at the Tors at Lynmouth. But owing to opposition from the Lynton and Barnstaple Railway and also the London and South Western Railway, the proposition was shelved. So the Lynton and Barnstaple Railway continued to serve the people of North Devon.

This then was the setting for the new layout. It was to be Great Western and to run from Minehead to Lynmouth via Porlock, it was to be the line that was never built.

The baseboards were built in the normal manner. 4 mm pyneboard was used, with the gentle slopes of Exmoor formed of paper mache and polyfilla.

Board No. 1 is the Minehead station area, this station was carefully designed to cater for the type of traffic which was thought to be available, and we found that the book "The Lynton and Barnstaple Railway", published by David & Charles had a tremendous wealth of information to guide us. The scenery has been

erected to give the impression of a busy town, at the back of the board we have a row of semi-relief superquick kits, then we have "Station Road" and then the station yard.

The layout includes four stations. Minehead, Porlock and Lynmouth. A further extension is planned for the future. This will be a junction with the standard gauge and will consist of a Bay Platform, run around loop, goods transfer siding, together with a portion of standard gauge. This station will be known as Minehead Junction and will be a duplicate of the London and South Western Railway station "Barnstaple Town".



In the yard we have one siding serving a goods shed for general merchandise, and also two private sidings. One for the Minehead Co-op. Society warehouse, and one for Smedleys Produce Canners. The station has one platform which receives all trains. Two roads for the Engine Shed with a coal stage and water tower.

Board No. 2 contains Porlock and its environments. Porlock is a replica of Bratten Flemming on the L. & B.R. The scenic detail has been confined between bridges 38 and 39. These are the two road bridges crossing the line at each end of the station. Porlock station has two platforms, the Down platform intersected by the goods siding, as the goods yard is situated on a hill. All the station buildings are on the Up platform whence a path leads to the nearby lane and village.

Board No. 3 is the scenic feature of the layout. The Lynton and Barnstaple railway crosses the valley south of Chelfham on the Chelfham Viaduct. This is a massive structure of eight arches standing 70 ft. above the valley floor. On our model layout our route takes us along the coast and over the Heddon River, so we have our own "Heddon Viaduct" which also has eight arches and stands 70 ft. above the valley floor.

The terminus of the line is on the last board, and Lynmouth is a replica of Lynton on the L. & B.R. Lynmouth station is laid out in keeping with its importance as a terminus. There is a large goods shed and goods offices and a running shed for one Loco. There are two platform roads, the Main and the Bay.

The station buildings at Porlock and Lynmouth are the Trix building kits, used because of their similarity to the original buildings on the L. & B.R. which were built of stone. The line is signalled using lower quadrant and they are sited as they existed in 1898-1920.

Through-out the planning and building of the layout, careful attention has been given to the siting and building of the line. Photographs were studied and where possible a replica has been reproduced, on the Lynmouth and Minehead Railway.

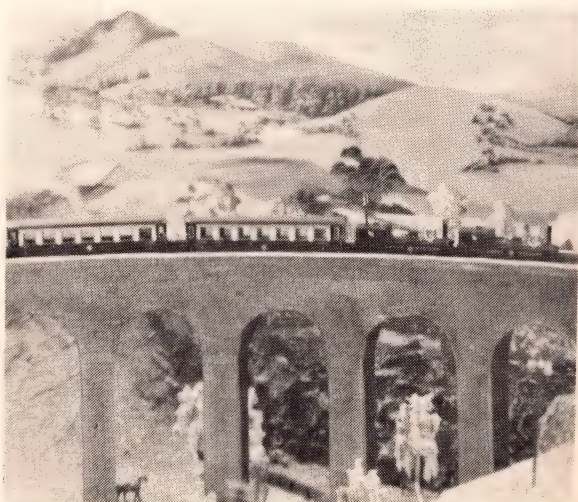
The rolling stock are all Lilliput HON2½. The locos and coaches have been repainted in Great Western colours and all numbered in the L. & B.R. range.

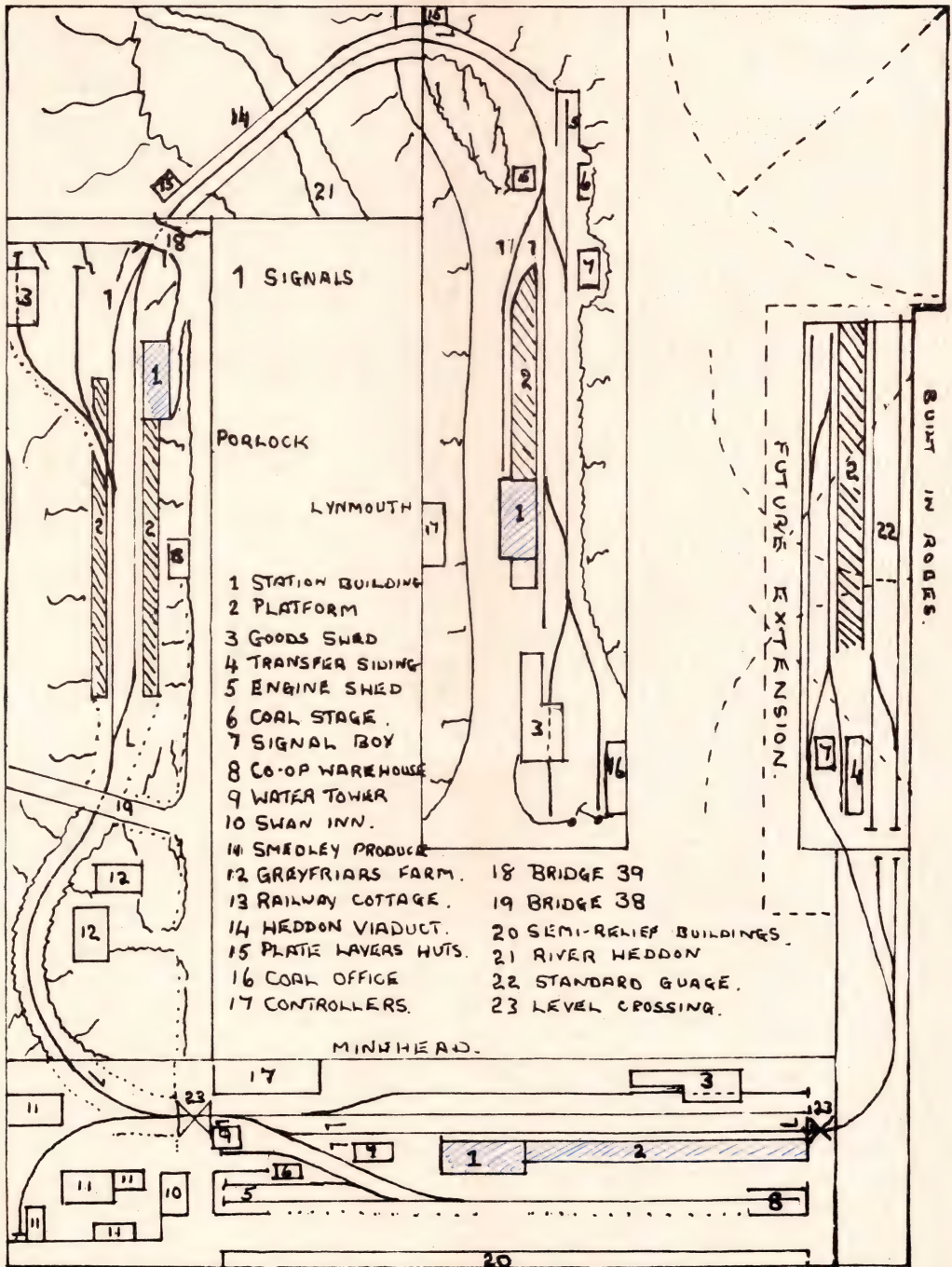
The traffic on the line covers six trains daily, up and down. Made up as follows:—

Train No. 1	Mixed	Up and Down
Train No. 2	Mixed	Up and Down
Train No. 3	Passenger	Up and Down
Train No. 4	Goods	Up and Down
Train No. 5	Passenger	Up and Down
Train No. 6	Mixed	Up and Down

Train No. 4 Goods Up only when required, if not required pilots No. 5 up.

Goods traffic consists of heavy coal traffic, also fruit, preserves, agriculture and local boating requirements.





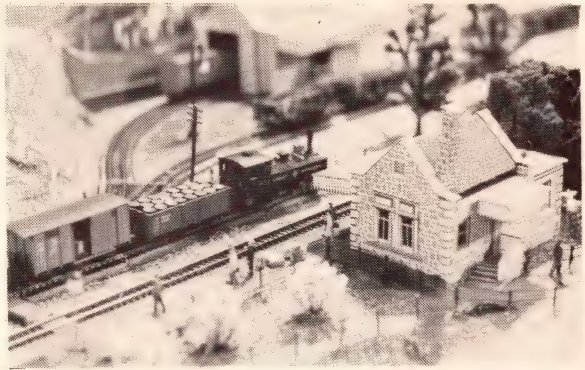
The marks show the joints between each section which consist of the track proper, plus about 3" of scenery either side. Sections are held together by

a pair of hooks and eyes and by the fishplates on the end of rails — all sections are interchangeable.

The layout is controlled by two Codar Tec 20 Controllers. The Streets, Buildings and Stations all light up. The track and points are again Graham Farish Liveway.

Here we must express our thanks to the Model Shops who have received us with patience in our search for particular items. At all times we have been received with courtesy and rendered all assistance in obtaining the articles we required.

In conclusion, in building this layout, delving into the pages of our Railway History, or reminiscing with my wife as we both know the North Devon area, we have once again received the utmost pleasure from our hobby.



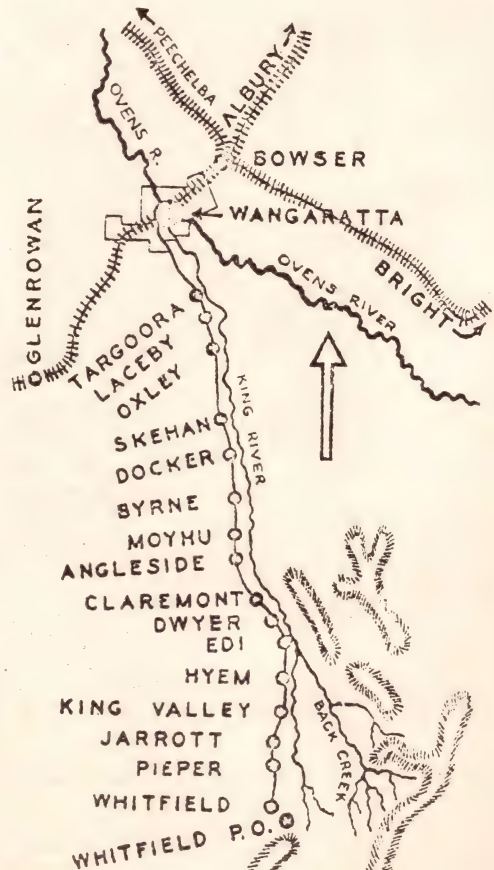
WANGARATTA — WHITFIELD

by Lance J. Perrin

In 1898 the Baldwin Locomotive Works of Philadelphia, U.S.A. constructed two small 2-6-2 outside framed tank engines to work the Victorian Railways first narrow gauge line. The first loco delivered was a two cylinder simple type, and the second a four cylinder Vanelain compound, the machines being similar in all other constructional details. They were subsequently given the classification "NA" by the V.R. and received road numbers 1A and 2A.

The Wangaratta-Whitfield 2' 6" gauge line opened for traffic on 14th March, 1899, freight being handled in thirty steel low sided gondolas built at Newport Workshops during 1898. V.R. narrow gauge rolling stock has always been equipped with bogies, and this, linked with open platform passenger cars, "chopper" type couplers (later changed to knuckles) and other details tended to give a slight American flavour to the vehicles, as against the obvious British influence evident in usual V.R. design.

During 1899, a composite passenger/brake vehicle classed 'NBC' was introduced, as well as "NM" (cattle car) "NT" (refrigerator car) and "NB" (open platform passenger car). This rolling stock became standard pattern for the other V.R. narrow gauge lines and will be described in some detail in later instalments dealing with the Upper Ferntree Gully — Gembrook system. The line under discussion ran for 30¼ miles through the almost flat King Valley district and was therefore easily graded. Much passenger traffic was handled in the early years, especially during athletic meetings at



Wangaratta, which resulted in crowded trains from Whitfield, the outer terminus. Freight carried normally consisted of firewood, timber, groceries, livestock, superphosphate, and the general requirements of an essentially farming population.

It is of interest to note that the narrow gauge track ran into Wangaratta broad gauge station by traversing the station parking area for some distance, eventually terminating under the station entrance awning. Thus passengers "changed gauge" under cover. This section of track, complete with bumping post, still exists in the roadway although in several places the rails have been covered with bitumen.

Up till 1928 at least three mixed trains weekly were run, but the advent of the motor car and gradual improvements to once almost impassable roads, spelt doom for the line, although at least until November, 1947, the service still consisted of two scheduled goods and five postal rail motor trips per week. This was reduced

near the end to one weekly freight with passenger car attached. On weekdays the tiny four wheeled motor and trailer ran, usually once daily, between the two termini, carrying mail and any passengers offering. This rather odd "train" was locally and affectionately dubbed "Spirits of Salts", and its sole passengers were often local children travelling to and from rural schools, almost anywhere along the grassy track. Maximum load for the line in its hey-day was 265 tons, although from early 1952 it was handicapped by extensive bushfire damage to timber trestles beyond Moyhu, and the line then terminated at this station.

The official closure decision was made after an inspection revealed little justification for retention of the service, and the last goods ran on 6th October and the last railmotor trip on 10th October, 1953. So "Polly the Puffer" was silenced forever and its diminutive running mate, the "Spirits of Salts" will never again putter along the pastoral right of way.

NEPEAN SUB-BRANCH EXHIBITION

by Peter Rogers

Peter Rogers' Three Rail, 18' x 3' Hornby Dublo layout.

This layout was rehabilitated after years of service. It was thought that the youngsters should see what diecast and tinplate looked like, so all scale scenery, including buildings, was discarded.

Peter Rogers' 6' x 4' Diorama. This layout was originally built some years ago by the manufacturers of MRC Kits.

The train was running automatically, stopping at the station for 15 seconds, and then continuing round the circuit.

Keith Wilcox's 19'6" x 3' "Tailhem Valley Railway" HOn3 Layout.

This magnificent layout has been well described with diagrams and photographs by the builder, Jim Scott, in Journal 102.

THE A.M.R.A. STAND

With showing new chums how to get started, and selling back copies of Journal, the stand was kept very busy. We ran out of brochures and pamphlets, and had to get extra staff to answer the flood of questions.

RECORDINGS

Recordings and tapes of trains in action, together with a little soft music to put the crowd in the right atmosphere, were by courtesy of member Bert Harper.

PENRITH HOBBY CENTRE

Sales of models and kits exceeded all expectations, whilst sales of any book dealing with railway canna was exceptional.

ROSTER CLERK

George Reynolds did a sterling job to see that at no time was a layout unattended, yet also gave the exhibitors time out for a break, to see the other layouts, and to have a chat with the visitors. We were particularly grateful, as George also acted as Public Relations and Information Officer. Good show George.

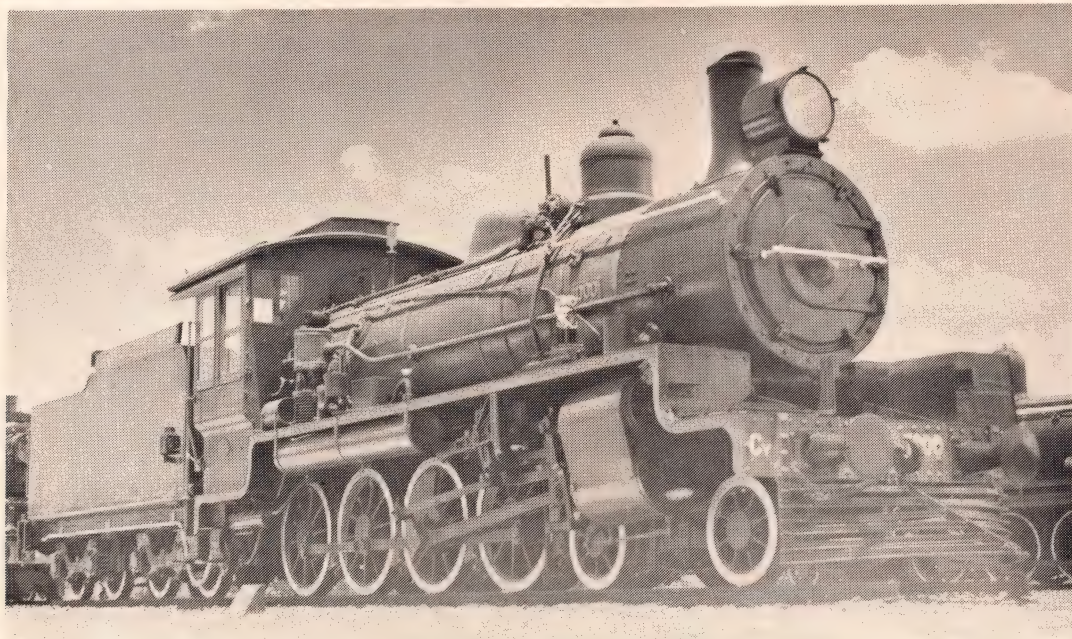
ORGANISER — Keith Wilcox

Keith of course, has had past experience at other exhibitions, but spending up to 10 hours without much chance to see his own exhibition, can hardly be a joyous task.

Let us place on record the names of those angels who prepared meals for the exhibitors, members and visitors. They were:- Ann Ridge, Di Reynolds, Betty Kendall, Marcia Bowman, Leah Sargent and Mavis Heath.

It was pleasing to see so many visitors from other clubs. We were very pleased to see members of the newly formed Goulburn Club, who have commenced operations in the Goulburn Railway Institute.

This concludes my report, and to all those who assisted by their help and attendance we say "Thank you and come again".



Redbank Museum Adelaide, C17 Class.

Photo taken December, 1973.

A.M.R.A.

MERITORIOUS AWARDS

Ivo Bunker
 Bob Gorrell
 Alan Dowel
 Stephen Suggit
 Rex Little
 Norm Read
 Jack Treseder
 Mal Baker
 John Sneddon
 John Dunn
 Graham Larmour
 Ken Down
 David Ellis

ALONG THE TINPLATE TRACK

by B. Boydell

At the turn of the century No. 2 or 2 inch gauge was very popular in America when a young engineer, Lionel Corvan, decided to enter the trade. He reasoned that if he made models to a bigger gauge they could be built more robustly. He used $2\frac{1}{8}$ inch gauge which did not prove popular. He then brought out another series of models which were designed for No. 2 or 2 inch gauge.

However due to a mistake in the tool room during tooling, the track was turned out $2\frac{1}{8}$ inch gauge. It was decided to go ahead and use this. It proved very popular, and right up to the last war was used a lot in America. In fact it supplanted No. 2 gauge completely within a few years of its introduction.

It was purely an American gauge and found its introduction through a mistake. It was never popular outside America.

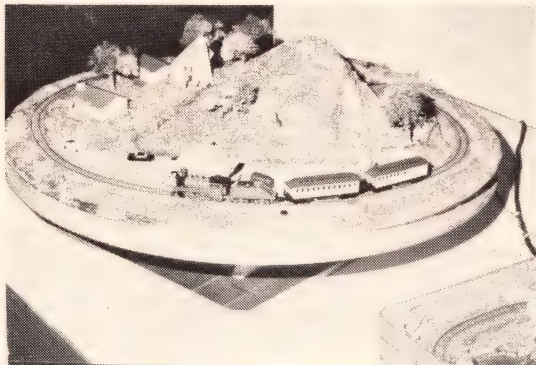
N.S.W. BRANCH EXHIBITION

By Jack Parker.

Photos by Rex Little and Jack Parker.

The 1974 Exhibition, was held in the Lower Town Hall, Sydney, on October 5th, 6th and 7th, and was

highlighted by the large number of excellent operating lay-outs.



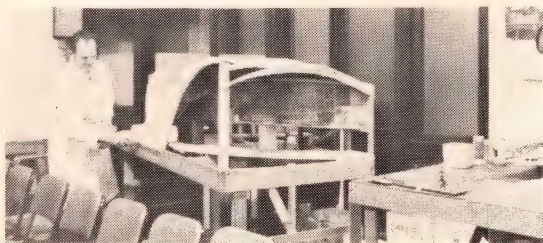
Stand 2. Strathfield/Burwood Model Railway Club. This was a Hornby lay-out with plenty of action, and a display of posters and postage stamps with a railway motif.

Stand 1. A.M.R.A. N.S.W. Branch Ladies Auxiliary featured were June Larmour's biscuit tin lay-out, and lay-out on a bicycle wheel.



Stand 3. Des Brien is the agent for Pro-type kits, and had a good range on display.

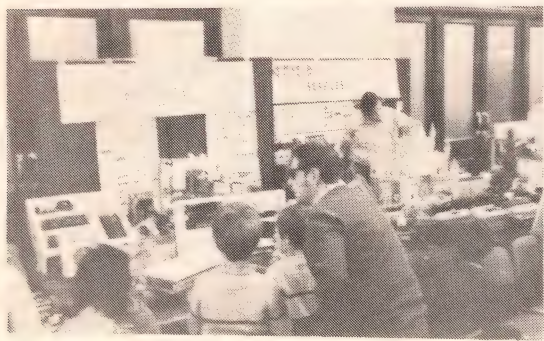
Stand 4. The Southern Railway Modellers. This was a well detailed '00' lay-out based on the English Southern Railway. Timetable operation was demonstrated.



Stand 5. Here John Dunn conducted his ever popular scenery demonstration.



Stand 7. Southern Cross Model Railway Association. Working HO layout of U.S.A. prototype, and display of local and U.S.A. prototype trains.



Stand 6. Cliff Searles. Display of kits and train sets.



Stand 8. Fybren Models. A colourful range of posters was displayed, together with 'O' HO, and N gauge equipment.



Part of the crowd awaiting admission to the Sydney exhibition, 1974.



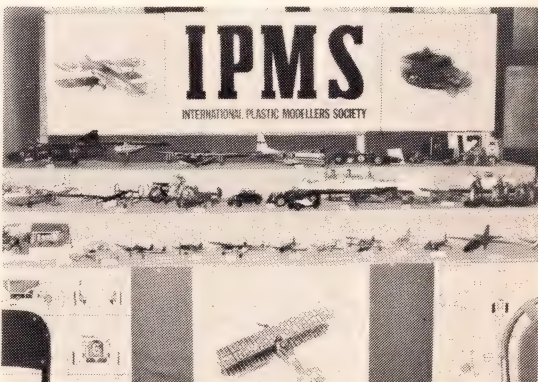
Stand 9. Here the Ladies Auxiliary ran a nibble bar.



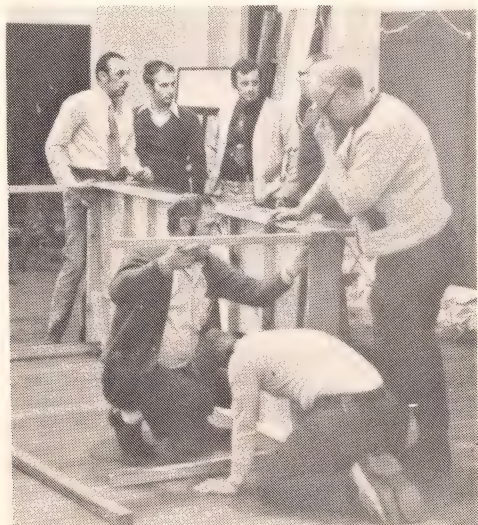
Stand 10. A.M.R.A. Victorian Branch. Displayed were scratch built models of Victoria's trains, and four working layouts. There was an automatic Marklin layout, a novelty zoo layout, N gauge, and HO $2\frac{1}{2}$.



Stand 11. Australian Model Craft. A range of commercially available equipment was on display, including scratchbuilders parts.



Stand 12. International Plastic Modellers Society. A display of assembled kits of aircraft, ships and cars, was shown here.





Stand 13. Sydney Society of Model Engineers. Display of models and a small HO layout of N.S.W. prototype.



Stand 14. N.S.W. Rail Transport Museum. Books were available here and records were played.



Stand 15. A.M.R.M. Magazine. Display of back issues. The Current issue was on sale.



Stand 16. Arthur Sherwood gave demonstrations of his 1:240 scale live steam locomotives.



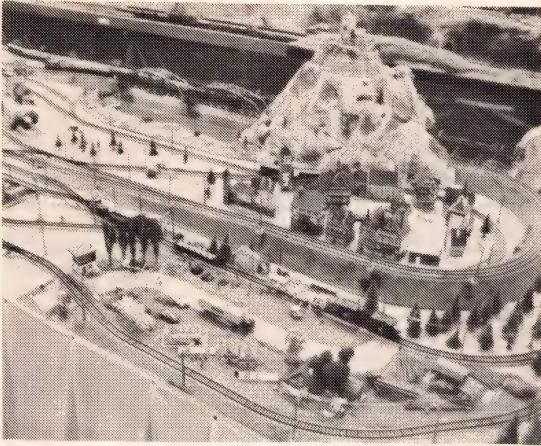
Stand 17. New South Wales Model Railway Club. A good looking HO layout of N.S.W. prototype. Featured was a working coal loader.



Stand 18. —

Stand 19. A.M.R.A. Information Stand. Back issues of Journal were available and some scratch built models of Queensland prototype were provided for display by the Queensland Branch.

Stand 20. Australian Railway Historical Society. Slides were shown, books and magazines were available.



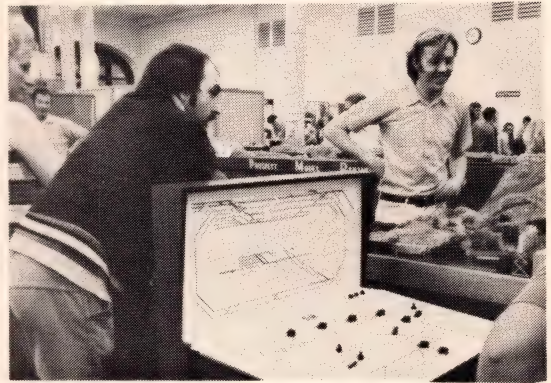
Stand 21. Alan Sebesfri's HO Marklin Layout. This showed what can be done using commercial equipment.



Stand 23. Sydney N Gauge Model Railway Club. Showed a small N gauge layout with display of models.



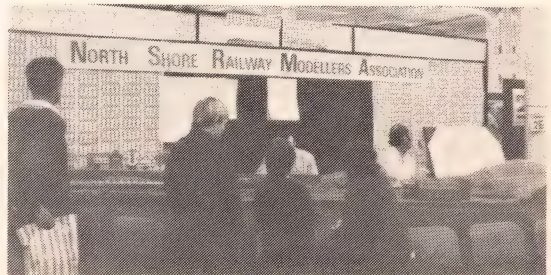
Stand 25. Hurstville Model Railway Club. Very well detailed HO N.S.W. prototype layout.



Stand 22. Prospect Model Railway Club. HO, U.S.A. prototype layout, featuring mountain scenery.



Stand 24. Australian Electric Traction Association. Small working 'I' gauge layout, with a display of traction models in various scales.



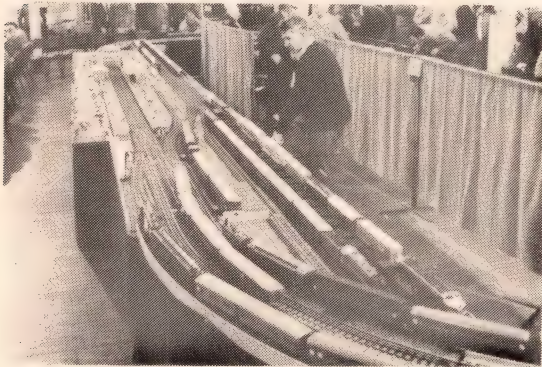
Stand 26. North Shore Railway Modellers Association. A "protofour" layout based on British prototype. An eye-opener for those who like detailed hand-built trackwork.



Stand 27. Fantastic Hobbies. A range of kits, train sets etc., on display.



Stand 28. Newcastle N gauge Model Railway Club. N gauge layout with six "U Drive" circuits.



Stand 30. Norm Read and Col Shepherd ran their magnificent 'O' gauge layout — a favorite with everyone.

Stand 29. Illawarra Model Railway Club. Here was shown a 'coffee table' layout based on the Victorian "Puffing Billy" railway, and a diorama showing the Hammersley Iron ore trains.



IN MEMORIAM

J. C. Bucknall of Cohuna, and Allan Watters of Jannali, passed away during 1974.

I have just learned that Broughten Boydell's home in Gibson WA, was destroyed in a fire on 7th October, 1974. Broughten only managed to save the suit he was wearing, so all his books, magazines, tools, models etc., are completely destroyed. On behalf of the members I would like to extend to Broughten and his wife the sympathy of all members.

Rex Little, Editor

IS IT REALLY A MODEL RAILWAY?

WHAT IS A MODEL?

by E. G. Watson

It is important to establish this point, for it will then allow us to recognise a non-model. In these articles I will be dealing only with non-model track designs and operations, leaving rolling stock to those more expert than myself.

Any definition of a model must include the fact that it is a reproduction in miniature of some already existing object. (In the context of these articles a railway system or parts thereof.)

To be a model the BASIC CHARACTERISTICS of the original MUST be included.

If they are not we do not have a model of the original.

Unless we do recognise this, we could: —

1. Fail to recognise the defects in many published plans and photos of layouts, which take them out of the category 'MODEL' with which they are labelled.
2. If we repeat the errors of such layouts on our own, we will be disappointed, and lose much of the real interest and enjoyment of our hobby.
3. We could be led into making claims for our layouts that cannot be validated.

COMPROMISE (which means using some common sense).

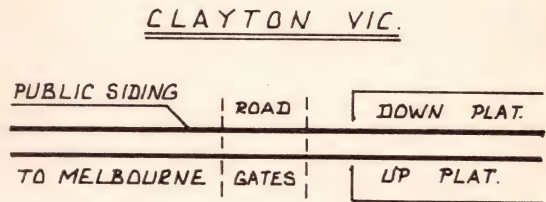
Much of Model Railways is compromise, and without it the hobby would be barred to most of us for space reasons, if not cost. For example, if we were to do a scale model of a platform 400 feet long, in HO/OO it would be about 5 feet 6 inches long.

A mile of track (HO/OO) would be 68 feet 4 inches. To make an accurate scale model of our local station, I would need a base board about 150 feet x 12 feet.

So we compromise on size. However while a recognisable model of the local station can be made in the smaller size, the **BASIC CHARACTERISTICS MUST BE REPRODUCED.**

This seems simple enough, but there is a small trap for the uninitiated. One basic characteristic is the Public Siding. These are set out and operated in a specific way (see my articles or the subject). Unless the siding was set out and operated as such, it would not be MODEL. This point is of no great importance UNLESS we are going to claim to be modelling

a specific section of already existing track. The solution is quite simple. If we cannot reproduce some basic characteristic, but the result suits us, change the place name.



THIS IS NOW CONSIDERABLY CHANGED.

FIG. 1.

We are then "freelance", building to our own design. This does not mean anything goes if we are to claim to have a MODEL RAILWAY. While it is hard to imagine anyone laying track that does not look like track, if we are going to operate a MODEL RAILWAY there are two things at least we cannot "freelance" — safe working, and operations. These points will be dealt with later.

The important thing here is that we at least know what a MODEL is, as will be seen in the next article. If we do, we part company with a lot of people who do not, but still claim to speak for "MODEL RAILWAYS".

(to be continued)

WANTED TO BUY

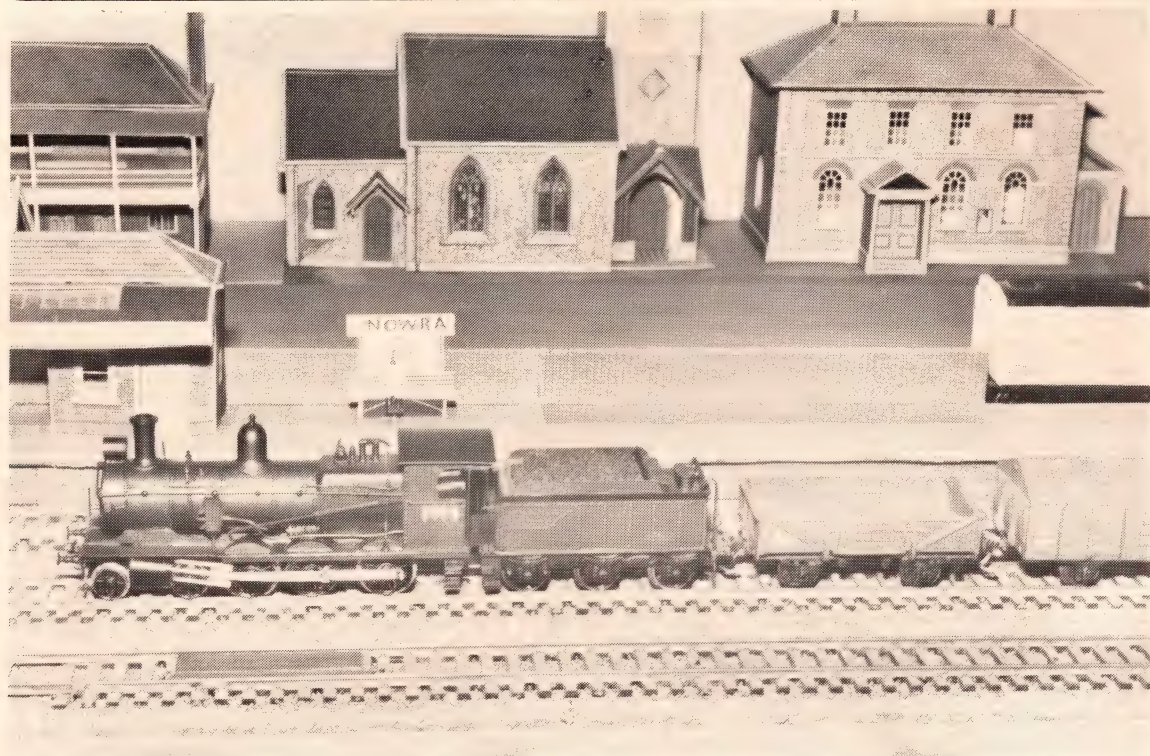
A book in good condition titled, "LOCOMOTIVES AT THE GROUPING", No. 3. L.M.S., by Casserly & Johnston.

Ian Allen Publications, 1966.

Please write stating price to Geoff Brown,
Flat 4, 157 Holmes Road,
Moonee Ponds, Vic. 3039

WANTED

To buy back copies of A.M.R.A. Journal Nos. 58, 59, 61, 62, 64, 65, 66, 67, 68, 70, 75. Bill Clow, 21 Carrington Ave., Mortdale, 2223. Phone (02) 579-6412.



3009 arrives at Nowra with a Down Goods on the HO Layout of Alan Templeman.

Photo: A. Templeman.



They do it too — Bendigo, December, 1970.

Photo: J. Parker.



FOR READER'S LETTERS

The Editor,
A.M.R.A. Journal

Dear Sir,

I would like to thank Greg O'Flynn for his article "Both Sides of the Line" Journal July-August, 1974. I model this area myself and I would like to inform Greg that there is a very good book for the price of \$5.25 (1970) by the Victorian Division of the Australian Railway Historical Society "The Portland Railway". The author is Keith W. Turton and the book covers "Both Sides of the Line".

In the second part of this letter I would like to combine Ern Raddatz article Pop Valve July-August, 1974, and your Editorial "Journal Finance" May-June, 1974. Both my wife and I are members of A.M.R.A. Vic. Branch and because we live at Upper Thomson we receive our Journals by post.

As I work six days a week and live 100 miles N.E. of Melbourne I am unable to patronize a hobby shop to see what is new on the shelves. This is one of the reasons why I subscribe to Australian Model Craft's "Model Railway Newsletter".

Newsletter carries a price tag of 20c, where Journal displays a 30c now 45c price tag. Journal has 32 pages including cover, where Newsletter has only 24 pages including cover. Newsletter is a little larger in surface area, and I think Newsletter makes a better use of the space available. The paper used in Newsletter is a cheaper paper than Journal but Victoria's Fabulous "R" Class looks just as well in both Journal, July-August, 1974 and Newsletter, March, 1974.

Both magazines contain an Editorial, Letters to the Editor, News from different Clubs and Associations, as well as advertising. The projects are of the same content per issue, but there are 9 Newsletters a year and only 6 Journals! Being a member of A.M.R.A. it is nice to know who is winning the Modelling Competitions and the standard of the Modelling.

Living in the country makes it impossible to attend Branch meetings, and as far as I am concerned Ern Raddatz put forward a few good ideas. The Newsletter Round-Robin could contain plans and details of projects carried out by the Scratch Builders. Model Railway Newsletter April, 1974 has a photograph of Rex Little casting with Plastibond. Ideas like this could be published in Journal or in the Newsletter Ern makes reference to.

The idea of a Special Branch Meeting on a Sunday, maybe once or twice a year, is an excellent idea. Perhaps the models that have won competitions during the year could be on display. Also a scratch building display by the scratch building section, and possibly some Kits could be on display.

The only think wrong with Ern Raddatz's suggestion is that it means more work for the C.O.M. I am sure the Editor would be interested to hear ideas from other country members, so please write and add your suggestions to Ern Raddatz and then the committee might have a few ideas to build from.

I would also like to thank the members of the Greensborough Sub-Branch who keep me up to date when I see them.

In the earlier paragraph I am not criticizing the Journal, but comparing it with a similar magazine, which someone is able to produce more cheaply.

Keep up the good work, Rex.

ROY WAIXEL

The Editor,
A.M.R.A. Journal

Dear Rex,

I was reading Ron Cunningham's letter about Slay engines. I am a member of several different societies of Steam Locomotives and have just sent away for "The State Railways of N.S.W.", which may be of interest to him. The book is available at \$8.40 plus 60c post from A.R.H.S. Publications, P.O. Box E129, St. James, N.S.W. 2000.

"Roundhouse", February '74, contains some photographs of Slay locos. and stock, and is available from the Rail Transport Museum, Enfield, Sydney. The photos and story deal with the Wolga Valley in the Blue Mountains.

As you can see my interest is in preserving steam. I am a member of A.M.R.A., Rail Transport Museum, Railway Historical Society and Puffing Billy Preservation Society, and I model in H.O. at the moment.

Yours sincerely,
Mrs. S. Hicks

The Editor,
A.M.R.A. Journal

Dear Rex,

The suggestions for better communication between Branches and members outlined by Ern. Raddatz in Pop Valve, July/August Journal, and the editorial in January/February Journal, appear to overlook two important aspects —

1. Branches are formed to provide social meetings of financial members of the Association in capital cities, to foster the aims of the Association, and to encourage visitors to join the Association. The linking together of members and keeping them abreast of Association news would appear to be one of the objects of the Federal C.O.M.

2. Branches have no call on Federal funds, nor can they impose a levy on members, or collect a joining or annual fee. Other than this, Branches are free to raise finance, and so be self supporting. To enable funds to be raised, Branches should be fully autonomous and the Branch be registered with the Federal Committee.

Because of the greater concentration of members, the State Branch is required to be centered in the metropolitan area of the State concerned. To cater for people outside this area Sub Branches may be formed. Whilst the Constitution grants this right to the metropolitan members it could be that the Association would be better served if the term State Branch was deleted from the Constitution, and a Branch could then be formed in any area where there was sufficient numbers to warrant its formation. In this way members would be better catered for, and the country or outer suburban members could arrange their own activities under the Federal Body's jurisdiction.

In view of the financial position, in which Branches are placed by the Constitution, the printing and mailing of a Newsletter would impose a further burden on their limited fund raising avenues. The major proportion of member's subscriptions is spent on the publication of Journal, and if members are prepared to write articles for a newsletter, surely the Association would be better served if these articles were submitted to the editor of Journal rather than forming the basis of a limited circulation newsletter. If more authors could be found, perhaps Journal would become a monthly publication, and if the date of issue was strictly adhered to, the question of members not being kept up to date would not arise. Ern's other suggestion regarding Branch meetings on weekends, or an annual convention, would fill a definite need in the hobby, for in this way members who may feel neglected because they cannot participate in Branch functions, and so lose interest in the Association, will have the opportunity of joining in club activities. Personally, I still feel that most suburban members are in a position to attend some Branch meetings, but if the desire is not there, then when asked why they do not come along, an excuse can be found. The Victorian Branch C.O.M. are doing something about gaining the interest of members, and their proposals will be outlined in Branch Notes.

Yours sincerely,
John J. Harry

The Editor,
A.M.R.A. Journal

Dear Rex,

Norm Read in the latest Journal remarks on being asked what D.E. stands for. There is a book recently published that may interest many, titled *Our Australian Diesel Locomotive Pocketbook*, published by A.R.H.S. Publications, P.O. Box E129, St. James, N.S.W., 2000, priced \$3.90 including postage.

It contains 152 pages and 121 photos of diesel locomotives. It gives a brief history of dieselisation, a picture of each model used in Australia and by whom operated, engine and motor specifications, and brief dimensions, road numbers and special features.

Anyone who thinks all diesels are the same certainly needs this book and those who know enough to know otherwise will certainly find a lot of interest in it.

Yours sincerely,
BROUGHTON BOYDELL.

The Editor,
A.M.R.A. Journal

Dear Rex,

As a member of A.M.R.A. I am pleased to see an ex member has come back to tell us why he is now an "ex" and also that his letter should be published.

While there is much I do agree with there is much I do not quite agree with.

I wholeheartedly endorse. Ern's remarks re notification, as I always receive notice after meetings due to the length of time they take to reach me. When this happens a few times you just do not worry to check them, and then miss what you may have been interested in.

The problem goes beyond this. Twice in the last twelve months I have replied to advertisements in our Australian contemporary magazine, and in each case have been advised that because of the lapse of time between when the advertisement was lodged and its appearance in print, the goods were no longer stocked.

We see bargains available till such a date but rarely do we receive an Australian Journal before the expiry date has passed. As against this I have on a number of occasions got an English Journal and been able to take advantage of the concessions. Why worry about the Australian goods or agents?

Australian Model Craft do put out an excellent Newsletter which keeps you right up to date on their goods and I would recommend it to any country member especially if he is interested in 4MM or under. There is limited O gauge in it.

Now that brings me right back to Ern's letter when he asks how do branches communicate. Our lines of communication seem to be breaking down completely.

It takes longer to print articles, postage is much slower which means the branches and our members are getting further apart.

The newsletter is an excellent idea if it could be done and done quickly, but let them be "chatty" or informal. Formal letters are too cold and do not break the ice.

Round-Robins I have doubts of and I believe Dick Gutteridge with Murray Valley Branch found the same thing. They get to one person who fails to send them on. However Ern claims he belonged to one which worked for a camera club. And I think they could be successful if all members had the

same interest and I would suggest that is why he was in a successful one. There are those who wish to buy their models and concentrate on scenery and those with no interest in scenery but scratch build everything. A Round-Robin covering a particular gauge or interest could be successful.

Somehow there has to be better communication between members but I do feel far better use could be made of Journal by both branches and the A.G.M. to let all know what is going on. I also feel many members themselves could make better use of Journal through Pop Valve to solve any of their worries. The answers may even lead to an article that could interest many more.

Yours sincerely,
BROUGHTON BOYDELL.

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BRANCH NOTES

QUEENSLAND BRANCH REPORT

The August meeting was hosted by Greg Gabb. After the formal meeting, Greg produced an excellent model of a NSW garratt, and explained points of its construction. This is his first scratch built loco, and is certainly a credit to him. Many experienced modellers would be daunted by such a project.

The September meeting was the remote little place in the outer northern suburbs called Arana Hills. Those who undertook the safari were rewarded by a demonstration of weathering a wagon by Rodger Kershaw. And what a wagon! A petrol bomb by Jim Bilby in 1n3½ scale. We adjourned to view the running of Rodger's NSW lay-out which was recently featured in the AMRM. The trains performed well, except for a 38 class which was skilfully put into the ballast by a person who shall remain nameless. We were also treated to seeing a smoking (?) 0-4-0 making an attempt on the land speed record.

The auction of September 7th was again a success. This is always an open affair, and once again a large crowd gathered at Clayfield. Practically all of the items offered were sold, and this, together with the soft drinks on sale, returned us a welcome amount of commission for the Branch funds. Thanks to all those who participated in the running of the auction and made it an enjoyable day.

During September the branch participated in the ARHS Field Day, at the Redbank Loco Museum, by providing a display of Queensland models in various scales. Steam and diesel locos, and an extensive variety of rolling stock was shown. The 1n3½ Brisbane electric coach of Jim Bilby attracted considerable interest.

The Branch is holding a barbecue on Saturday 18th January. The members and their families who attended last year had a most enjoyable evening. The food and drinks (hopefully the ones with all the X's on the label) will be provided, but we ask you to bring your own meat for cooking, as I don't think our funds could stand the strain of buying this commodity. The model competitions will be held. The trophies are the Fenner Shield for the best model, the Harley Passenger Car Cup, and the Harley Freight Car Cup. The Venue is the home of Rodger Kershaw at 57 Bargo Street Arana Hills.

Contrary to items previously appearing in Branch Report regarding the Brisbane Hobby Exhibition, this function will not take place this year. Due to organizational problems the committee has decided to cancel the 1974 show.

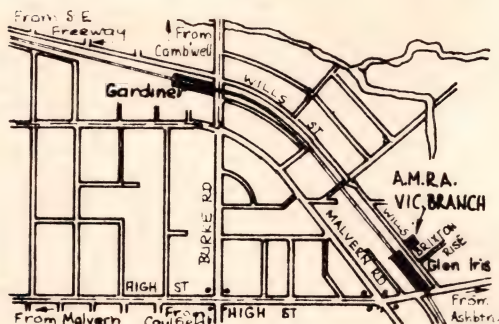
The officers of the Queensland branch wish to take this opportunity to wish all AMRA members a Merry Christmas and a Prosperous New Year.

Jim Christie.

SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.

Back issues of Journals are available from the Registrar, 26 Napoleon Street, Rosebery, N.S.W., 2018. Price 30c per copy plus postage, 20c for one Journal and 10c for each additional Journal.

VICTORIA.

Meetings are held on the 2nd Thursday each month at "Tim Dunlop House", 92 Wills Street, Glen Iris, commencing at 8 p.m.

The suggestions put forward in "The Pop Valve" by Ern. Raddatz, regarding Branch meetings other than on a regular week night, were considered by the C.O.M., and it was decided to include a trial Saturday meeting in the current year syllabus. It is proposed that a special general meeting will be held at the Club Rooms on Saturday 1st March, to allow members who have no free time on the second Thursday to participate in a Branch meeting. In addition a Convention will be held at the Clubrooms over the Queen's Birthday weekend in June 1975 and it is hoped that Country and Interstate members will attend.

Those members who attended the 21st birthday celebrations will remember the organising genius of Mal. Baker, and we are very grateful that Mal has volunteered to organise the convention, for which it is hoped suburban members will be able to billet our visitors and so keep expenses to a minimum. Full details will be available early in the new year.

The agenda for the next three months is as follows:-

- January 9th — Monthly meeting — will take the form of a running night on the H.O. Layout — Club rolling stock will be available, but members own equipment will be welcome.
- February 1st — Crazy Whist at Clubrooms 8 p.m.
- February 13th — Monthly meeting — Guest speaker — Famous Australian authoress Patsy Adam Smith. Don't miss this special night. Competition — Model of passenger car pre 1940 vintage.
- March 1st — Special General Meeting at 2 p.m. Crazy Whist — 8 p.m.
- March 7th, 8th, 9th, 10th, 13th — Annual exhibition at Camberwell Civic Centre. Monthly meeting — guest speaker — Allan Dowel — subject: Model railway electrics. Competition — photograph 1974 A.M.R.A. rail trip. Nominations for C.O.M. management elections close at this meeting.

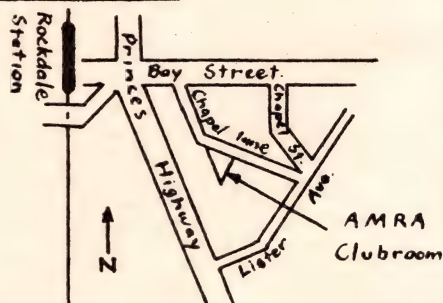
A lot more work has to be put into the permanent layout if co-ordinator Noel Ryan's plans to have the layout ready for operations in the new year are to be realised.

Working bees are held each Wednesday evening at 7.30 p.m. and if you have spare time offers of assistance will be greatly appreciated. The Exhibition organiser, Brian Chester, is also looking for volunteers for the many interesting tasks to be performed at Camberwell Civic Centre over the Moomba Weekend, so nominate the job you want to do and get your name on the roster board.

On Saturday afternoon, 14th December, the Ladies Auxiliary will hold the Children's Christmas Party at Tim Dunlop House, 92 Wills St., Glen Iris.

The Victorian Branch C.O.M. extend to all members the compliments of the festive season and happy modelling in the new year.

John J. Harry,
Hon. Secretary

NEW SOUTH WALES.EXHIBITION

Well, another Sydney exhibition has come and gone, and those concerned with its running will doubtless now be recovering their sapped energies and frayed tempers. The exhibition was attended by a strong contingent from the Victorian Branch, and representatives from the Western Australian and Queensland Branches. This particular writer considers that the prime function of A.M.R.A. is communication, and when it is considered that our visitors are prepared to travel thousands of miles and help us run the exhibition, we can be very optimistic about A.M.R.A.'s future.

So many people are involved in running and organising the exhibition that it would be impossible to thank everybody, but I must particularly mention the Larmours, the Duns, and especially the Durhams, who came from Western Australia.

This year the committee decided to make three awards, these to take the form of a small trophy awarded to —

1. The best private stand.
2. The best commercial stand.
3. The most popular lay-out. (This was determined by canvassing the patrons as they left the building).

The most popular lay-out turned out to be the 40' x 15' 'O' gauge lay-out built and operated by Norm Read and Col Shepherd. If the voting in this competition indicates anything, it is that the public likes lay-outs that have plenty of constant action, so here's a tip for those that intend exhibiting next year — keep 'em moving chaps.

The judges had a very difficult task with the other two awards, finally deciding that the commercial award should go to Fantastic Hobbies. This stand was graced for most of the time by Captain Fantastic, who would not have looked out of place guarding Buckingham Palace. There was a shunting problem for the boys, young or old, to solve, and an attractive display of model goods. The runner-up was Fybren Models with a colourful display of posters, placards etc., and quantities of scratch-builders parts, kits, and models.

Mention should also be made of Des Brien's Depot, this stand was much improved from previous year's efforts.

With the private award, the decision was so difficult that the judges devised a points system to help them. The choice had been narrowed down to three lay-outs, and the score of two of these lay-outs was so close that the judges had no choice but to declare the contest a draw. Accordingly, an additional trophy was obtained and the N.S.W. Model Railway Club, and Hurstville Model Railway Club were declared winners.

Our congratulations go to the award winners.

At one stage during the exhibition your diligent reporter was nosing about down one of the side passages, when he detected a certain aroma.

'Crikey!' I thought, reeling back, 'That Captain Fantastic's horse must be in trouble'. I dashed down the passage, the aroma getting stronger with every stride, I rushed in through an opening, crashed open the door of a stall, and . . . Ah well, enough said.

OPEN DAY

The photo shows part of the crowd that attended the open day, held on July 20th. The representatives of many Clubs were present, and several tried their hand on the lay-outs.

SLIDE COMPETITION

The slide competition, held on August 23rd, was won by Jeff Mooney with his shot of a W.A. loco de-ashing at night. The runner-up was Bruce Rankin for his shot of a Tinhare (N.S.W.R. C.P.H. railmotor to the uninitiated).

The non-railway section was won by Allan Brown for a magnificent photo of a fishing boat.

CLUBROOMS

With regard to our planned building extension, all the Council and other formalities have been gone through and all that is holding up actual construction are other projects that our builder is engaged upon. Construction is to be in cement block, and as well as providing extra space, will considerably improve the appearance and security of the Clubrooms.

MODEL CLINIC

The model clinic continues to be popular, the project recently completed was a model of the N.S.W. type milk tanker, made by adapting a commercial kit. Presently under construction are models of the N.S.W.R. cattle vans, these come in bogie and four wheel versions, with variations, and several types are being built.

Photos and drawings of the cattle vans are at the meetings, and most of the material required for HO models is also available. All the model builder need bring are his tools and parts such as axle-guards, wheels, bogies, couplings.

FUTURE MEETINGS

DECEMBER:

Sat., 7th — Open Day. Visit by other clubs; Lay-outs will be operating.

Fri., 13th — Modelling Clinic. Project:- TE heavy duty flat wagon, led by Es Davies.

Sat., 21st — XMAS BAR-B-QUE at the clubrooms. (Bring your own meat) Cooking Time 3.15 p.m. — Bring the kids with you!

JANUARY:

Fri., 24th — Lay-out Operation.

FEBRUARY:

Sat., 1st — Annual General Meeting. The presence of all members is required.

Fri., 14th — Modelling Clinic. SF/BF flat trucks.

Sat., 15th — Auction. All goods to be presented before 2.20 p.m.

Fri., 28th — Graham Aherne will present a selection of film slides featuring the 'Steam Action' in South Africa.

MEETINGS unless otherwise specified start at: Fridays, 7.30 p.m. to 11.00 p.m. and on Saturdays, 2.00 p.m. to 5.30 p.m.

JACK PARKER
Branch Reporter

WESTERN AUSTRALIAN BRANCH NOTES

The Branch has been progressing soundly during the past few months, with good attendances at our meetings with 20 or more members present at times.

A number of Saturday workdays were spent rebuilding the old club lay-out. The whole lower track has been re-laid to enlarge the curves and remove all the irregularities from the track. The track is now in such a standard that most types of equipment will satisfactorily perform upon it. The scenery has also been considerably remodelled so the overall impression of the lay-out is quite pleasing.

Now that work has been completed on the lower lay-out, work will again resume on the new lay-out. Track laying has been completed and wiring of the electrical systems has begun.

If you have an interesting model, loco, rolling stock, structure, etc. how about bringing it along to show the other members at the meetings.

If you do not possess a lay-out on which to run your stock, then why not make use of your Branch lay-out as it is there for your use at any meeting.

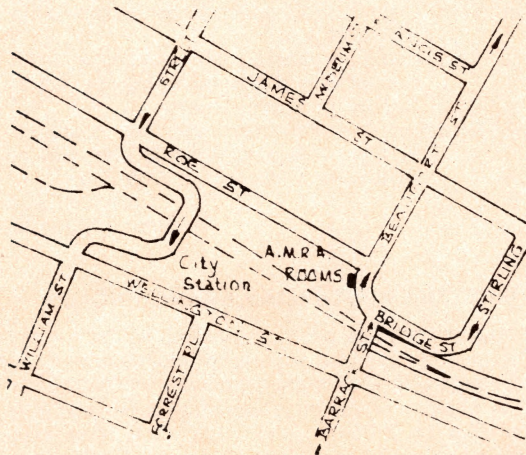
At a recent meeting it was decided that the clubrooms should be open a fourth time in each month to enable members to make more use of club facilities. Accordingly the clubrooms will be open on the third Wednesday of each month.

LIBRARY:- Members are reminded that the Branch does have a library. Any member who would like to borrow a book or magazine should contact our Librarian Simon Mead, who attends most meetings. There is a nominal charge of 10c per book per month. We appeal to all members who have books out on loan at the moment to return them as soon as possible so that our index system can be brought up to date.

On behalf of the committee and members of the W.A. Branch I would like to take this opportunity to wish all members of A.M.R.A. a Merry Xmas and a very happy New Year.

The program to the end of this year is as follows:-

Mon., November 4th — Slide evening
 Sat., November 16th — Lay-out Operation
 Wed., November 20th — Lay-out Operation
 Sat., November 23rd — Lay-out Operation
 Sat., December 7th — Visit to Lay-out/Social Evening
 Sat., December 14th — Lay-out Operation
 Wed., December 18th — Lay-out Operation
 Jack Eagles.



Club night meetings are held in the Clubroom, 1 Beaufort St., Perth, on the FIRST Monday and THIRD Wednesday of each month. Working Bees on the layout are held on the two Saturdays per month as indicated on your quarterly programme.

NEPEAN SUB-BRANCH REPORT

At the meeting held at St. Thomas Church Hall in rural Cranebrook, some two miles out Penrith, some 30 members and visitors were in attendance. The meeting commenced with an address by Roy

Ackland, who explained the A.M.R.A. Constitution, and State and Federal rules.

June and John Dunn were introduced to those present, and John then proceeded, with a practical demonstration, to instruct and show all present aspects of modelling scenery. Under John's deft hands, plaster and sawdust were transformed into the sandstone hills and gorges so prominently a part of Sydney and outlying regions.

We all found this both instructional and helpful, especially the making of trees. I particularly liked the palm trees, which are far ahead and more realistic than the commercial lines.

We take this opportunity of thanking June, John, Roy, and all those who made the journey to our meeting. After all, it entailed these unselfish people with a journey of some 80 to 100 miles through our metropolitan traffic maze.

While all details are not yet finalised, it does appear that some 150 of us will make the journey to the cabbage patch to see the Melbourne Model Railway, the Victorian Branch Exhibition and Puffing Billy.

Peter Rogers
 Warrimoo

THE ASSOCIATION'S COMPETITIONS

Entries close with the Federal Secretary on 31st January, 1975, for entries in the following Annual Competitions.

The Tim Dunlop Cup. For Scratch built locomotives.
 The N.S.W. Branch Trophy. For Scratch built Rolling Stock.

The Candemah Cup. For Lineside Structure.
 The Loco Conversion. From Commercial Model.
 The Victorian Branch Trophy. For Conversion of Commercial Rolling Stock.

Full Details of these competitions appeared in Journals No. 82 and No. 86, and abridged details appeared in Journals 90, 99, and 100.

FOR SALE

A.M.R.A. cloth badges — fully embroidered.
 40 cents each from your State Secretary or Rex Little, P.O. Box 46, Nunawading, Vic., 3131.
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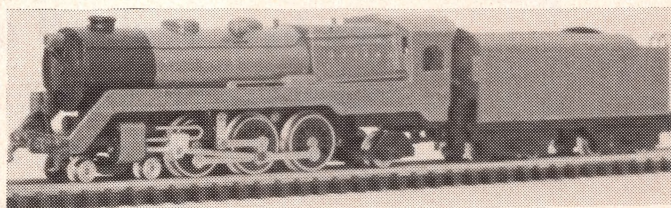
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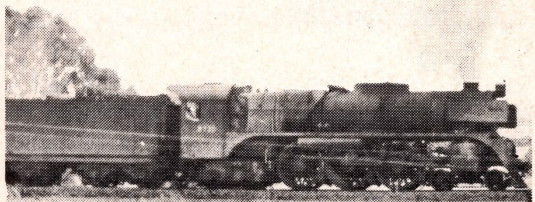
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